



सत्यमेव जयते

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT & HIGHWAY

NEW DELHI

**ANNUAL REPORT
2015-16**



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MINISTRY OF ROAD TRANSPORT & HIGHWAYS

National Conference and Launch of

GREEN HIGHWAYS (PLANTATION, TRANSPLANTATION, BEAUTIFICATION & MAINTENANCE) POLICY - 2015
by

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29th September 2015, The Ashok, New Delhi

29 सितम्बर 2015, होटल अशोक, नई दिल्ली



NATIONAL CONFERENCE AND LAUNCH OF
GREEN HIGHWAYS (PLANTATION, TRANSPLANTATION, BEAUTIFICATION & MAINTENANCE) POLICY

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GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT & HIGHWAY

NEW DELHI



रास्ता दीजिए
Give Way



GREEN HIGHWAYS (PLANTATION, TRANSPLANTATION, BEAUTIFICATION & MAINTENANCE) POLICY

इस चिन्ह का प्रयोग गोलचक्कर पर किया जाता है जहां एक विशेष लेन अनुशासन का पालन किया जाना होता है। यह चिन्ह वाहनों को उनकी दायीं तरफ यातायात के दिए अन्य वाहनों को रास्ता देने का निर्देश देता है।

This sign is used at roundabouts where a specific lane discipline is to be followed. This sign directs the traffic to give way to the fellow traffic on your right side.



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यह चिन्ह दर्शाता है कि यहां सभी वाहनों का प्रवेश निषेध है। एक क्षेत्र के कुछ भागों को यातायात के लिए प्रवेश निषेध के रूप चिन्ह किया जाता है। यह प्रतिबंध क्षेत्र में प्रवेश या यातायात निषेध क्षेत्र हो सकता है। इसलिए, चालक को इसका पालन करना चाहिए और अपना मार्ग परिवर्तित कर लेना चाहिए।

This sign notifies that entry is prohibited for all vehicles. Certain pockets of an area or road are demarcated as 'no entry' areas for traffic. This could be entry to a restricted area or no-traffic zone. So the driver should obey it and divert his route.



चौड़ाई सीमा
Width Limit



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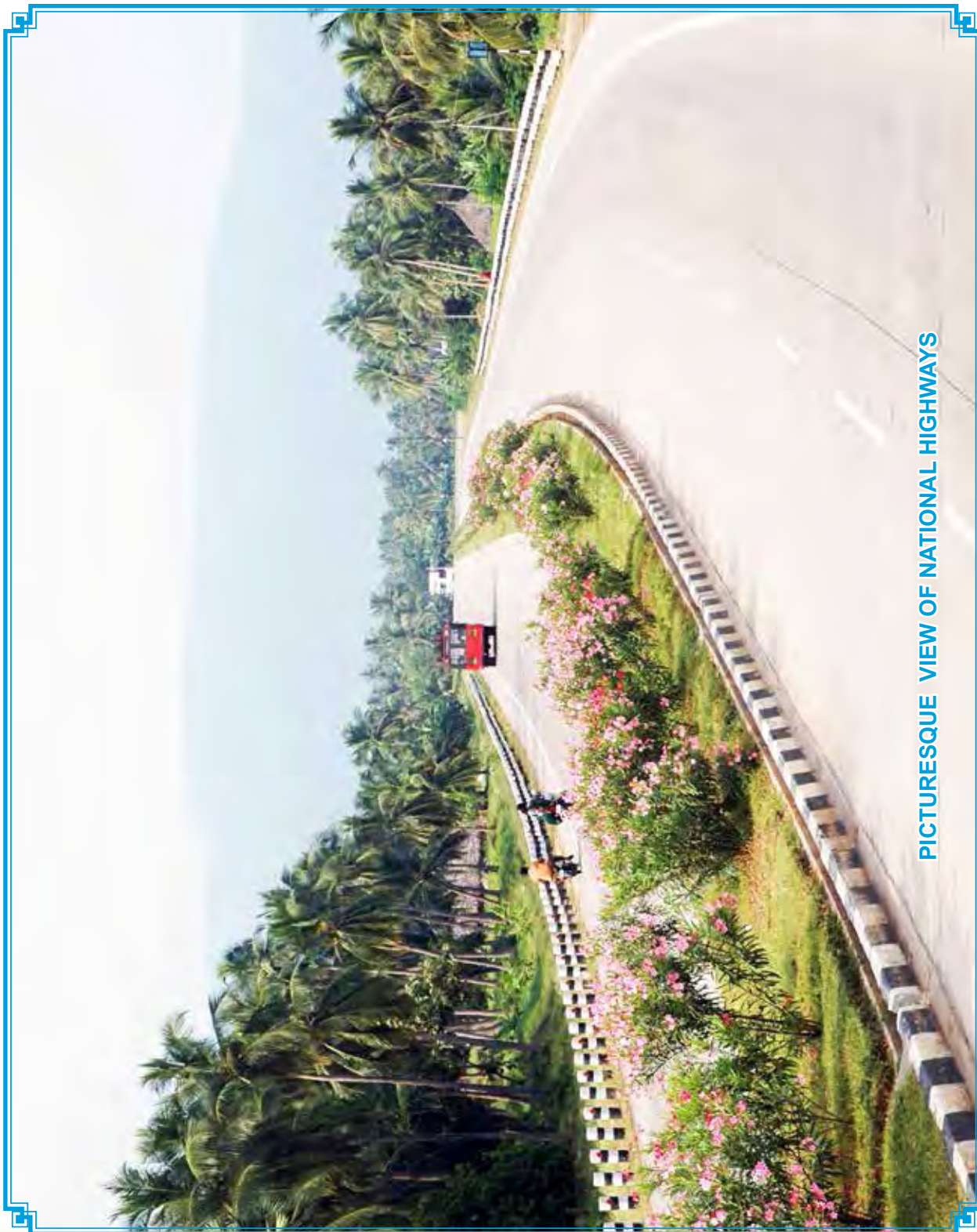
PARTICIPANTS AT THE LAUNCH OF GREEN HIGHWAYS (PLANTATION, TRANSPLANTATION, BEAUTIFICATION & MAINTENANCE) POLICY

यह चिन्ह उस वाहन की चौड़ाई दर्शाता है, जिसे चिन्ह के स्थान के पार जाने के क्षेत्र में प्रवेश के लिए अनुमति दी जाती है। इस क्षेत्र में 2 मीटर से ज्यादा चौड़ाई वाले वाहन के प्रवेश पर रोक होती है। यह कोई पुल या संकरा रास्ता हो सकता है।

This sign indicates the width of the vehicle, which is allowed to enter the zone beyond it. The vehicle with width above 2 meters is restricted to enter this zone. This could be a bridge or a narrow lane.



सभी मोटर वाहनों
का आना मना है
All Motor
Vehicles Prohibited



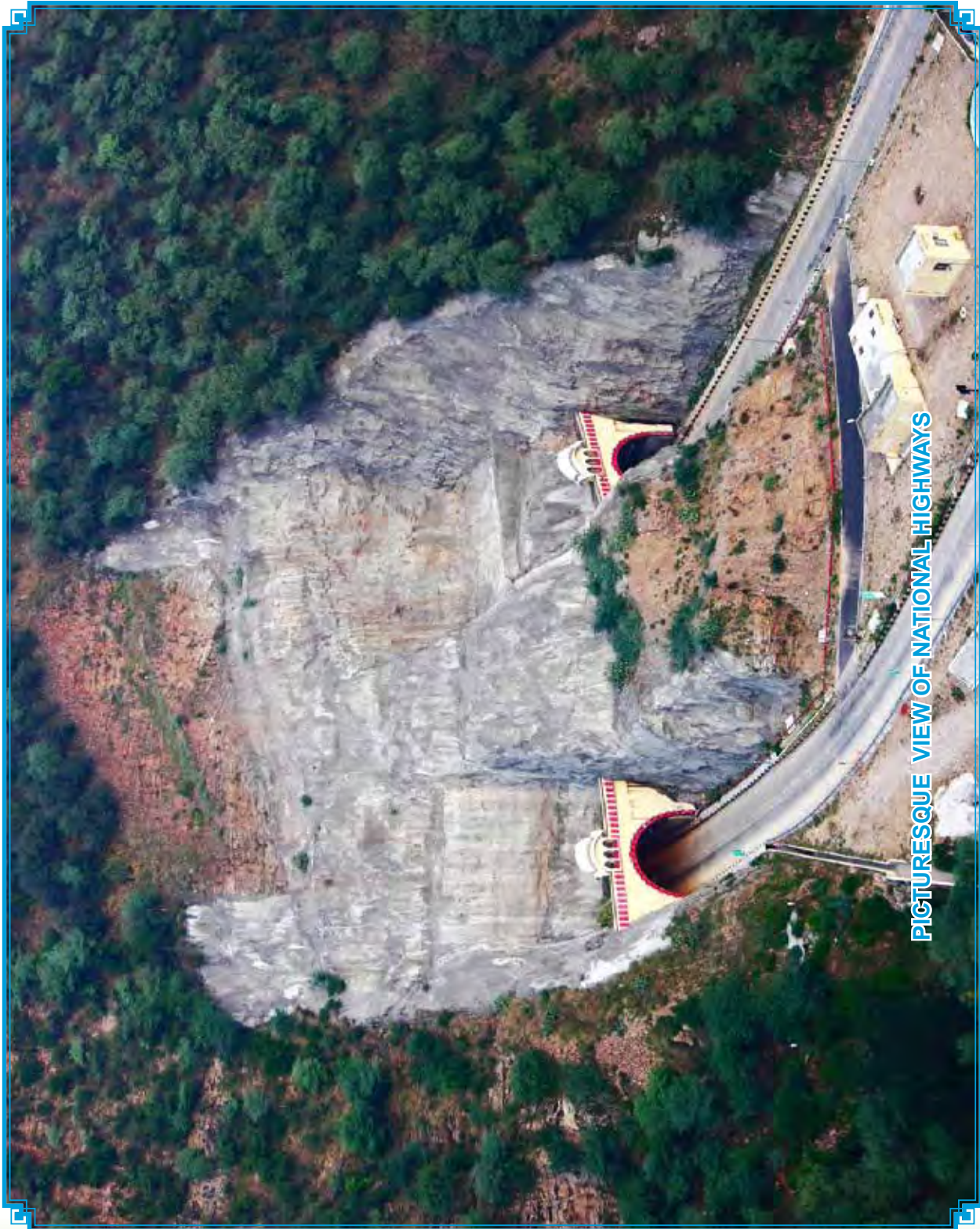
PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह दर्शाता है कि इस निर्दिष्ट क्षेत्र में बाहरी या भीतरी वाहन नहीं चलाए जाएंगे। इस क्षेत्र में भीड़-भाड़ कम करने के लिए ऐसा किया जाता है। पदयात्रियों के उपयोग वाले क्षेत्रों में भी इस चिन्ह का इस्तेमाल किया जाता है।

This sign signifies that there should be no movement of traffic in the designated area either from outside or within. This is used to decongest the area. It is also used at pedestrian areas.



ट्रकों का आना मना है
Truck Prohibited



जैसा कि चिन्ह से स्पष्ट है, निर्दिष्ट क्षेत्र में ट्रक या भारी मोटर वाहनों (एचएमवी) का प्रवेश वर्जित है। ये वे संकरे रास्ते या भीड़-भाड़ वाले क्षेत्र हो सकते हैं, जहां भारी मोटर वाहनों के प्रवेश से यातायात के सुगम प्रवाह में बाधा पहुंच सकती है।

As sign itself speaks the area designated is a no entry zone for Trucks or HMV. These could be narrow lanes or congested areas where entry of heavy transport vehicle could obstruct smooth flow of traffic.



CHAPTER I

Introduction

- 1.1 The Ministry of Road Transport and Highways was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries.
- 1.2 Road Transport is a critical infrastructure for economic development of a country. It influences the pace, structure and pattern of development. The Ministry of Road Transport and Highways encompasses construction and maintenance of National Highways (NHs), administration of Motor Vehicles Act, 1988 and Central Motor Vehicles Rules 1989, formulation of broad policies relating to road transport, environmental issues, automotive norms, fixation of user fee rate for use of National Highways etc. besides making arrangements for cross-border movement of vehicular traffic with neighboring countries.
- 1.3 The capacity of National Highways in term of handling traffic (passenger and goods) needs to keep pace with industrial growth. India has one of the largest road networks of over 52.32 lakh km. It comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads with following length distribution:

National Highways / Expressway	1,00,475 km
State Highways	1,48,256km
Other Roads	49,83,579km

- 1.4 Historically investments in the transport sector have been made by the Government. However, to encourage private sector participation, Ministry has laid down comprehensive policy guidelines for private sector participation in the development of National Highways.

Functions

- 1.5 The subjects allocated to the Ministry of Road Transport & Highways are listed at **Appendix-1**

Organisation

- 1.6 The Organisational Setup of Ministry of Road Transport & Highways is at **Appendix-2**

1.7 Associated offices

1.7.1 National Highways Authority of India

The National Highways Authority of India (NHAI) was set up through an Act of Parliament, namely the National Highways Authority of India Act, 1988. It is responsible for the

यह चिन्ह दर्शाता है कि इस सड़क पर बैलगाड़ियों और हाथ-देलों को चलाना वर्जित है। धीमी गति से चलने वाली ये गाड़ियां और ढेले कई बार यातायात के सुगम प्रवाह में बाधा उत्पन्न करते हैं।

This sign indicates that the road has been prohibited for plying of Bullock & Hand Carts. These slow moving carts many a times hinder the smooth flow of traffic.



लंबाई सीमा
Length Limit



development, maintenance and management of National Highways entrusted to it and for matters related or incidental there to. The NHAI became operational in February, 1995.

1.7.2 Indian Academy of Highway Engineers (IAHE)

Indian Academy of Highway Engineers (IAHE) is a registered Society under the administrative control of the Ministry. It is a collaborative body of both Central and State Governments and was set up in 1983 with the objective of fulfilling the long felt need for training of Highway Engineers in the country, both at the entry level and during the service period.

1.7.3 National Highways & Infrastructure Development Corporation LTD. (NHIDCL)

The Cabinet in its meeting held on 13.03.2014 approved the setting up and operationalizing of a new corporate entity under the Ministry of Road Transport and Highways to exclusively carry out the task of construction/ up-grading/ widening of National Highways in parts of the country which share international boundaries with neighbouring countries so as to promote regional connectivity with neighbouring countries on a sustainable basis.



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

सड़क पर लगा यह चिन्ह दर्शाता है कि कितनी लंबाई का वाहन उस रास्ते से गुजर सकता है। यह चिन्ह तीव्र मोड़ या घुमावदार मोड़ पर लगाया जाता है। यह उन लंबे और बड़े आकार के वाहनों के लिए होता है जो सुरक्षित ढंग से मुड़ नहीं सकते।

This sign on road indicates that length of the vehicle, which can be manoeuvred through that passage. It could be a sharp turn, a hairpin bend etc. This is meant for long and oversized vehicles which cannot negotiate a safe turn.



CHAPTER II

Year 2015-16 at a Glance

A. Road Development

Road Network:

2.1 Road Sector: Status of various programmes up to 31st December, 2015 is as under:

Phases	Total length in km	Length completed in km till 31.12.2015	Length completed during 01.04.2015-31.12.2015
NHDP-I GQ,EW-NS corridors, Port connectivity & others	7,522	7521	1
NHDP-II 4/6-laning North South-East West Corridor, Others	6,647	5903	48
NHDP-III Upgradation,4/6-laning	12,109	6734	252
NHDP-IV 2- laning with paved shoulders	20,000	1825	709
NHDP-V 6-laning of GQ and High density corridor	6,500	2319	223
NHDP-VI Expressways	1000	-	-
NHDP-VII Ring Roads, Bypasses and flyovers and other structures	700 km of ring roads/ bypasses+ flyovers etc.	22	-
SARDP-NE	6190	1829	82
LWE	5422	3904	334
NHIIP	1120	239.16	157

Non-NHDP : During the current year a length of 1020 km of National Highways has been constructed under the scheme up to December, 2015. In addition to this during current year upto Dec, 2015. 615km road under strengthening to existing payments and 518 km road under Improving Ride Quality Programme (IRQP) has been constructed.

आम तौर पर किसी पुल से पहले यह चिन्ह लगाया जाता है। यह पुल की वहन क्षमता को दर्शाता है। इस चिन्ह की भार सीमा 4 टन है। यह दर्शाता है कि सिर्फ 4 टन या उससे कम एक्सल भार वाले वाहन इस पुल से गुजर सकते हैं।

This sign is usually installed before a bridge. It indicates the load that a bridge can bear. The limit of this sign is 4 tonnes which indicates that only vehicles with axle load of 4 tonnes or less can pass over the bridge.



हाथ ठेलों का आना मना है
Hand Cart Prohibited



2.1.1. Major Initiatives by Road Wing:

The following major initiatives have been taken up by the Ministry.

1. Implementation of e- payment system or on line direct payment procedure at Regional Offices.
2. On line application facility for issue of NOCs for Retail outlets and issuing permission for OFC cables etc.,
3. Web based Monitoring of National Highway Projects
4. Ministry of Road Transport & Highways has signed a MOU with Railways wherein an effort has been made to remove all the bottlenecks which were present in the approval process of GAD as well as during construction. The MOU will smoothen the approval of GAD of ROB, also it will help smoothen the decisions during the execution of ROB.
5. MORTH has decided to replace all level crossing on National Highways with ROB/RUB in a time bound manner. For this purpose consultants have been appointed for preparation of Project Reports for ROB/RUB. .
6. Ministry has developed and inaugurated a web portal on 6th Jan 2015 for giving permission for movement of Hydraulic Trailers Upto HT-3 category. This web portal will facilitate real time basis permission for movement of Hydraulic Trailers on NHs. This will facilitate smooth and timely movement of heavy equipments leading to economic growth of the country.
7. State-wise authority engineers have been appointed who will be responsible for supervising civil works funded by Ministry as per EPC documents
8. Ministry is in process of appointing of consultant for completing inventerization and condition survey for the bridges on National Highways. These consultants will be doing condition survey periodically as per IRC: SP: 35. The data collected by these consultants shall be utilized by the bridge management center being established at IAHE, Noida, who will suggest Ministry regarding future planning and prioritization of bridge assets out of available funds for the purpose.



यह चिन्ह दर्शाता है कि निर्धारित सड़क पर हाथ ठेले चलाने पर रोक है क्योंकि ये यातायात के तेज प्रवाह में बाधक बनते हैं।

This sign indicates that the Hand Cart is prohibited on the demarcated road as it would hinder the flow of fast moving traffic.



INTERACTIVE SESSION WITH HIGHWAYS SECTOR STAKE HOLDERS

साइकिल—सवारों की सुरक्षा सुनिश्चित करने के लिए कुछ सड़कों पर, जहां तेज गति से वाहन चलते हैं, साइकिल चलाने पर रोक लगा दी जाती है। इसलिए, साइकिल—सवारों को उन सड़कों का इस्तेमाल नहीं करना चाहिए, जहां यह चिन्ह लगा हो।

In order to ensure the safety of cyclists certain roads which are meant for fast moving vehicles are prohibited for cyclists. So the cyclists should not use the roads where this sign has been installed.



गति सीमा
Speed Limit



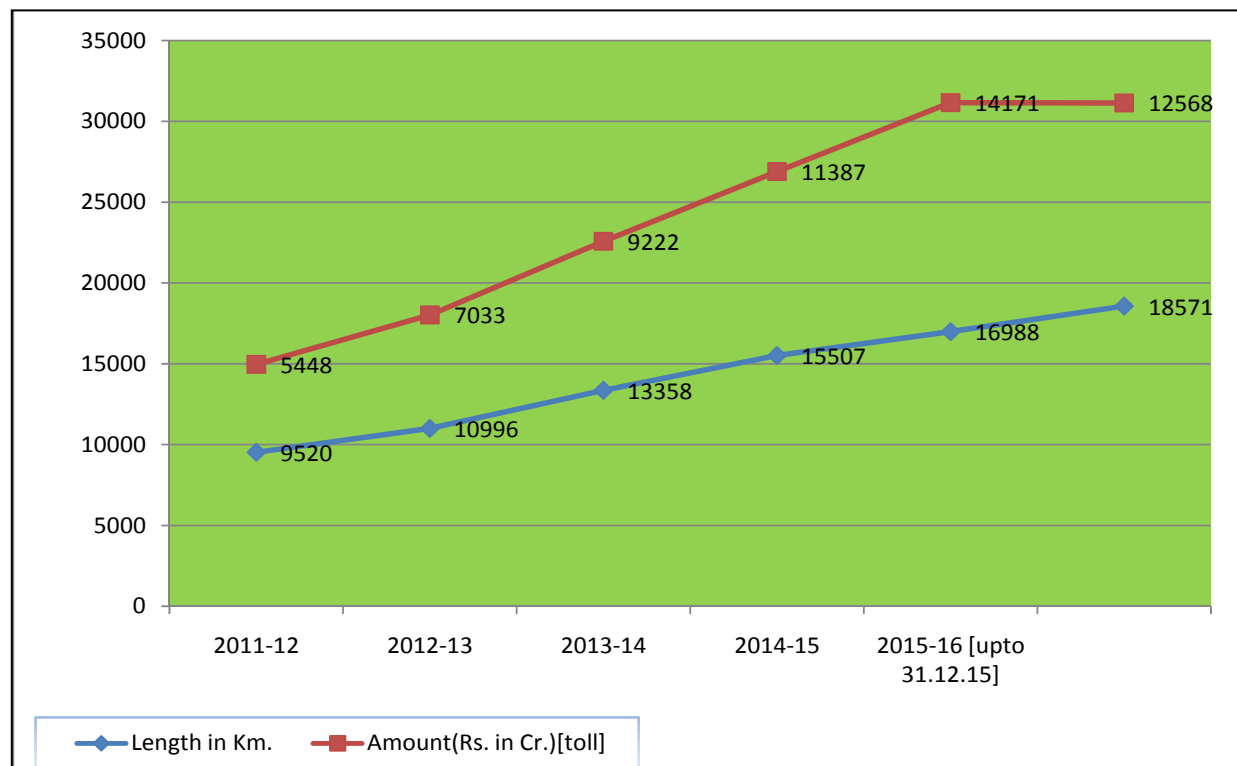
IAHE

2.2 During the current year 68 training programmes have been organized to impart training to 1231 Engineers till December, 2015.

2.4 Major Initiatives taken by Toll Division

2.4.1 Three “FASTag” will be issued to Hon’ble MPs for seamless movement along National Highways.

2.4.2 The details of tollable length and fee collected is given below:-



2.4.3 Traffic Survey on National Highways using Automatic Traffic counter and classifier[ATCC]

Traffic data is one of the essential elements for highways development and planning. The volume of traffic decides the number of lanes in a stretch of the highway, concession period for BOT(Toll) and BOT(Annuity) projects, facilities along highways and land acquisition for present and future expansions. The traditional way of collecting traffic data by conducting traffic surveys manually through regional transport authorities or independent agencies is not a scientific method and needs standardization. In order to have correct traffic survey and estimations for highways projects, planning and feasibility, traffic survey on the whole length of National Highways will be done, using ATCC.

All Toll plazas should have a system which can identify the class and configuration of the

यह चिन्ह वाहन की गति सीमा निर्धारित करता है, जो सड़क पर लगे यातायात चिन्ह में दर्शायी जाती है। दंडात्मक कार्यवाही और सड़क पर दुर्घटनाओं से बचने के लिए निर्धारित गति सीमा का हमेशा पालन करना चाहिए।

This sign designates the speed of traffic on road. The limit specified must be invariably followed to avoid penal action and crashes on the road.



vehicle to complete traffic survey on the whole length of National Highways across the country. 1610 locations all over India have been identified for installing ATCC. The country has been divided into 7 zones to carry out traffic survey. Traffic survey will be conducted six monthly. There will be a control room for monitoring traffic survey. It will help in real estimations for highways projects, planning and feasibility. The central control room has been setup and the traffic survey has started. Upto December, 2015 1524 surveys have been completed for the first round of surveys. Upto Jan 2016, 223 surveys have been completed for second round of survey.

2.4.4 Electronic Toll Collection System

In order to remove bottlenecks and ensure seamless movement of traffic and collection of toll as per the notified rates, it has been decided to introduce electronic toll collection system using passive Radio Frequency Identification (RFID) technology.

Service Provider Agreement for Central Clearing House (CCH) Services for Electronic Toll Collection (ETC) between Indian Highways Management Co. Ltd. (IHMCL) and ICICI Bank & AXIS Bank have been signed.

ETC system will be implemented on pan India basis after March, 2016.

2.4.4 Automatic Vehicle Counter & Classifier (AVCC) System

AVCC systems provide classification and counting of vehicles passing through the lanes. Used as an audit tool for toll collection. Toll Management System checks AVCC class and classification entered by the Toll Collector. If there is a mismatch, the Lane Camera will capture a digital image of the vehicle together with details of the class discrepancy message, transaction number with its date and time, lane number and toll collector. The image and discrepancy information will be communicated to the supervisory console for further processing by the toll supervision staff. Data on counting and classification can be directly accessed remotely.

Necessary action has already been initiated so that this system is implemented at all Toll plazas

2.4.5 Weigh-in Motion Bridge (WIM) System

Overloading in vehicles is not only detrimental to the economic life of the highways and the roads on which the mechanical vehicles ply, but it also leads to larger safety related issues.

To enforce the provisions of MV Act, 1988 and NH(Fee) Rules, 2008, Weigh-in-motion Bridge is to be installed on National Highways.

2.4.6 CCTV Surveillance System

IP (Internet Protocol) based CCTV Surveillance System at toll plazas will be installed. The

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में दाएं न मुड़ें।

This sign directs driver not to turn towards right side in any circumstance.



बाएं मुड़ना मना है
Left Turn Prohibited



CCTV system will be used to monitor the lane area and plaza building areas. Control Centre will be equipped with Video Monitors / Video Wall for online monitoring of Video feeds from all the toll plazas.

Necessary action has already been initiated so that all Toll Plazas on National Highways have this system. Work has been divided in 4 zones and contracts have been signed. WIM and CCTV Surveillance installation has been completed at 6 sites.



B. Road Transport Sector

- 2.4.7 A mobile app cum web application has been developed for comprehensive enforcement solution to be used by Transport Department and Traffic Police across states. Data access facility through various modes like web services, secured login, Pull-SMS, bulk transfer has been facilitated to various entities like Govt. Departments, Police, Security Agencies, Banks & Insurance companies, Transporters and common citizens to access specific information from Transport Database.
- 2.4.8 New centralized, web-enabled application covering all aspects of RTO operations and Citizen/Trade centric services has been developed to replace the distributed Vahan and Sarathi versions. This new version of Vahan and Sarathi with all latest features and functionalities has been deployed on NIC Cloud Infrastructure and has been opened to all states/UTs for adoption. Data migration from earlier version to the new platform is also going on in full swing. Already the new Vahan Version 4 has been rolled out in 25 RTOs in 5 states. Sarathi Version 4 has been implemented in almost 60 RTOs across 11 states. Process is on to migrate all RTOs across the country by end of this year.
- 2.4.9 Ministry has notified GSR 709(E) dated 08.10.2014, S.O. 2590(E) dated 08.10.2014 and GSR

यह चिन्ह चालक को निर्देश देता है कि वह किसी भी परिस्थिति में बाएं न मुड़े।

This sign indicates that left turn is prohibited.



27(E) dated 13.01.2015 for amending the Central Motor Vehicles Rules, 1989 (CMVRs) to include e-rickshaws and its specifications under the ambit of Central Motor Vehicles Rules, 1989 which have been uploaded on Ministry's website: www.morth.inc.in. The necessary procedures for regulating existing e-rickshaws are mentioned in the above notifications.

2.4.10 Ministry of Road Transport and Highways is working on a proposal to replace the "Motor Vehicles Act, 1988" with a new Act namely "The Road Transport and Safety Bill, 2015" which inter-alia proposes to put in place the National Road Safety and National Transport Authority which would be tasked to address the engineering, education, enforcement, monitoring and emergency care standards for road safety. The Bill also tries to remove the practices which are adverse to road safety and efficient use of transport system. It also proposes to bring Multi Modal Coordination Authority to improve efficiency in the transport sector. The latest version of the Road Transport and Safety Bill, 2015 was sent to all the States/UTs on 4th June, 2015 seeking their comments/views. About twenty six State Governments/UTs have so far furnished their comments. The States/UTs who are yet to furnish comments/suggestions have been reminded. The Road Transport and Safety Bill, 2015 has been uploaded on the Ministry's official web site: www.morth.nic.in.

2.4.11 Cashless Treatment of Road Accident Victims: With a view to saving the lives of accident victims by providing prompt and appropriate medical care during 'Golden Hour', and thereby reducing fatalities in road accidents, the Ministry launched the following pilot projects:-

- (i) Gurgaon - Jaipur stretch of National Highway (NH) No.8. (Implemented by ICICI Lombard General Insurance Company)
- (ii) Vadodara - Mumbai stretch of NH No. 8 (Implemented by IFFCO Tokio General Insurance Company Limited.)
- (iii) Ranchi - Rargaon - Mahulia stretch of NH No. 33. (Implemented by ICICI Lombard General Insurance Company)

The project envisages transport of accident victims from the accident scene to hospital and, where required, from one hospital to another for treatment at a public or private hospital for the first 48 hours or ₹30,000/-, whichever is earlier, so that lives of accident victims by providing prompt and appropriate medical care during 'Golden Hour' may be saved.

The pilot project will provide guidance in working out a proper pan-India scheme. Based on the findings of the pilot project, the scheme for cashless treatment to road accident victims would be finalized for country-wide roll out. The experience and data gathered during the pilot project will provide:



आगे चलना अनिवार्य
(केवल आगे)
**Compulsory Ahead
(Ahead Only)**



- ◆ Likely average cost of treatment for (A) simple injuries (B) serious injuries.
 - ◆ Modalities of treatment and of meeting expenses if the accident victim is not fit for discharge after 48 hours.
 - ◆ Size of the fund required to be established by MoRT&H
- 2.4.12 Sponsoring various training programmes for Transport/Traffic Department officials of States/UT Governments and Municipal Corporations for development of Human Resources in the Transport Sector. During FY 2015-16, MoRTH sanctioned 54 training programmes for State Transport/Traffic Deptt. personnel to be conducted through seven leading institutes of the country namely, CIRT, Pune, ARAI, Pune, ESCI, Hyderabad, IRTE, Faridabad, IIT, Delhi, PCRA, Delhi and IIP, Dehradun. The training programmes are designed in such a manner so as to give the participants exposure in all spheres of governance in road transport sector and to enable them to face the emerging challenges. So far, forty-seven training programmes have been successfully conducted. Remaining seven programmes would be conducted by the end of this financial year.
- 2.4.13 Fitment of radio frequency indicator: State Transport Departments officials as well as enforcement authorities have been provided access to the data on the National Register to facilitate instant verification of all DLs/RCs which have been digitized by sending SMS from their registered mobile number. Installation of Radio Frequency Identification Device (RFID) tags on 'M' and 'N' categories vehicles was mandated under Central Motor Vehicles Rules (CMVRs). This would facilitate streamline electronic toll collection (ETC) and can be used for various other applications.
- 2.4.14 National Road Safety Council (NRSC) is the apex body for road safety established under Section 215 of Motor Vehicles Act, 1988. NRSC was last constituted by the Ministry of Road Transport & Highways vide Gazette Notification dated 31.08.2015. The tenure of the co-opted institutional / individual members is for a period of two years from the date of issue of the Notification. As per the Gazetted Notification, the NRSC meeting is to be held at least once a year. The meeting of NRSC took place on 22.02.2016 in which there were detailed discussions on the sector.
- 2.4.15 For National Helpline, based on geographical contiguity, Indian Highway Management Company Limited (IHMCL) has divided the country into 6 Zones. Currently procurement for setting up call centres has been completed in 4 zones and the remaining 2 zones will be covered after going through a transparent bidding process.
- 2.4.16 The 27th Road Safety Week was observed throughout the country from 11th to 17th January, 2016. The theme of the Road Safety Week this time was "Road Safety: Time for Action". Various activities to be undertaken during the Road Safety Week were chalked out and forwarded to State/UT Governments, Association of State Road Transport Undertakings (ASRTU), all State Transport Undertakings, all Automobile Associations and Association of India Automobile Manufactures etc. for necessary action.

यह चिन्ह दर्शाता है कि यातायात सीधी दिशा में चलना चाहिए और किसी भी तरफ मुड़ने पर दंडात्मक कार्रवाई की जा सकती है या सुरक्षा का खतरा हो सकता है।

This sign indicates the traffic should move in straight direction and turning to either side would lead to penal action and safety hazard.



2.4.17 Green Highways (Plantation, Transplantation, Beautification & Maintenance) Policy-2015

This policy has been prepared in order to develop eco friendly National Highways with participation of the community, farmers, NGOs, private sector, institutions, government agencies and the Forest Department, so as to ensure economic growth and development in a sustainable manner.

The objectives are to evolve a policy framework for plantation along National Highways; reduce the impact of air pollution and dust as trees and shrubs are known to be a natural sink for air pollutants; provide much needed shade on glaring hot roads during summer; reduce the impact of ever increasing noise pollution caused due to increase in number of vehicles; arrest soil erosion at the embankment slopes; prevent glare from the headlight of incoming vehicles; moderate the effect of wind and incoming radiation; and create employment opportunities for local people;

Indian Highways Management Company Limited, a company promoted by NHAI, is responsible for empanelment of agencies for plantation on National Highways.

1% of the total project cost (TPC) of all highway projects will be pooled and set apart for highway plantation and its maintenance.

Anybody who is interested in plantations and their maintenance can take part. However, to ensure an institutional structure, preference will be given to organised communities, NGOs, Institutions, Govt departments and registered private enterprises with experience in plantation activity. Only empanelled agencies will be allowed to bid for planting work on the National Highways. The following types of agencies are eligible:-

- Government or Private Sector companies.
- NGO's registered as societies, trusts or private limited non-profit company
- Federations/ Producer Organizations
- Informal Agencies viz. Self-Help Groups/ Water User Associations/ Joint Forest Management Groups/Joint Liability Groups

2.4.18 An increase in investment in the road construction sector helps to create huge employment opportunities along with the growth of infrastructure. During April 2014 to January 2016, about 9,280 kilometre of road length (including 3,034 km of National Highways) have been constructed by the MoRTH, which is likely to generate employment of about 3.78 crore of man-days in total and 4.76 man-days per kilometre. Ministry is aiming for the construction of 10,000 kilometre of road projects 2016-17 which will likely to generate employment of about 4 crore man-days.



चौड़ाई सीमा
Width Limit

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



ROAD SAFETY WALK

यह चिन्ह उस वाहन की चौड़ाई दर्शाता है, जिसे चिन्ह के स्थान के पार जाने के क्षेत्र में प्रवेश के लिए अनुमति दी जाती है। इस क्षेत्र में 2 मीटर से ज्यादा चौड़ाई वाले वाहन के प्रवेश पर रोक होती है। यह कोई पुल या संकरा रास्ता हो सकता है।

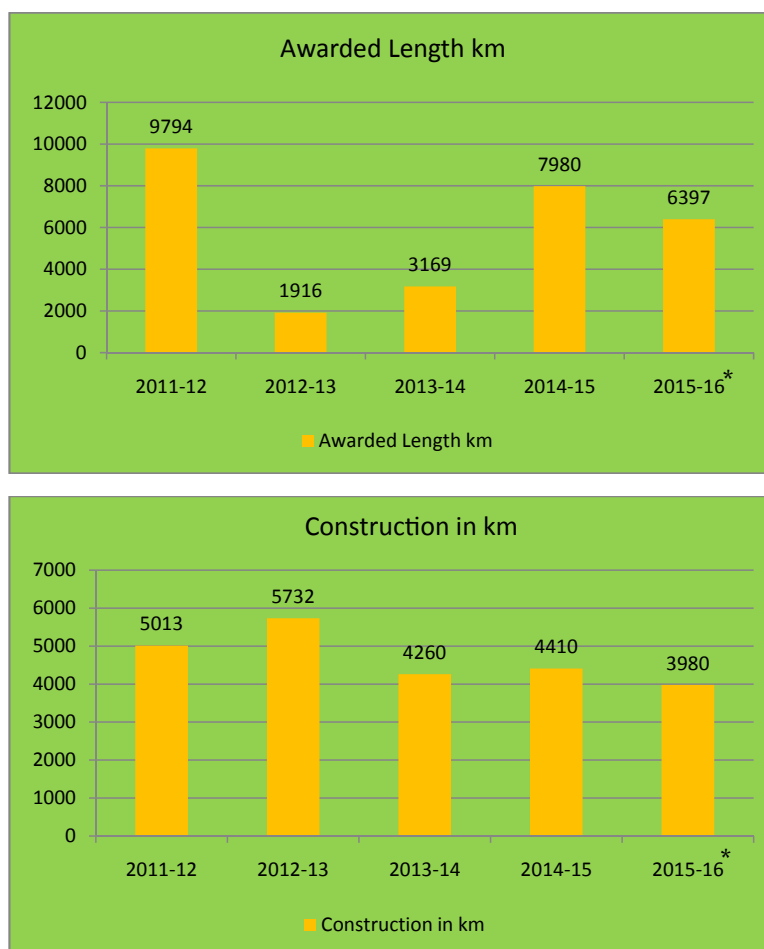
This sign indicates the width of the vehicle, which is allowed to enter the zone beyond it. The vehicle with width above 2 meters is restricted to enter this zone. This could be a bridge or a narrow lane.



CHAPTER III

Road Development

- 3.1 The Ministry has been entrusted with the responsibility of development of Road Transport and Highways in general and construction & maintenance of National Highways (NHs) in particular. All roads other than National Highways in the states fall within the jurisdiction of respective State Governments. In order to assist the State Governments in the development of state roads, Central Government also provides financial assistance out of the Central Road Fund (CRF) and Inter State Connectivity and Economic Importance (ISC & EI) scheme. Besides National Highways development Project (NHDP) & National Highway Interconnectivity Improvement programme (NHIIP), Ministry is implementing SARDP-NE & LWE schemes which includes National Highways and State roads. The Ministry is also responsible for evolving standards and specifications for roads and bridges in the country besides acting as a repository of technical information on roads and bridges.



* Upto Dec. 2015

यह चिन्ह यातायात को सीधे चलने या दाएं मुड़ने का निर्देश देता है। बाएं मुड़ना वर्जित है।

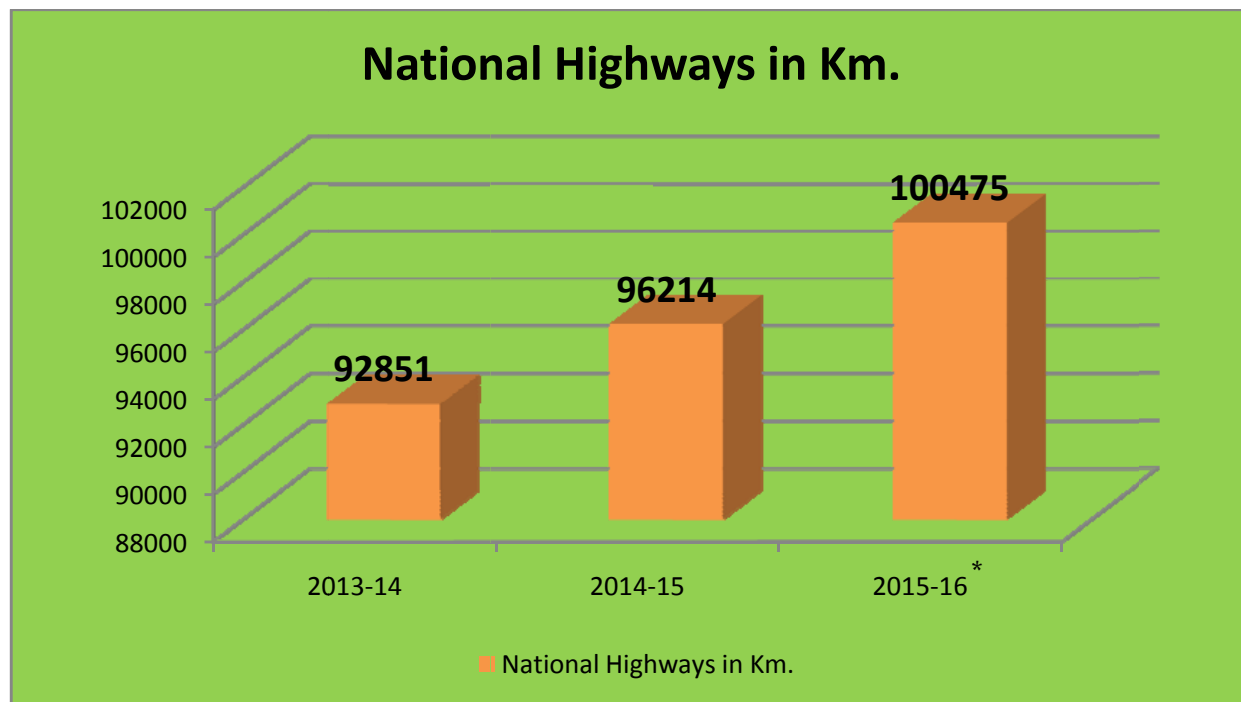
This sign directs the traffic to either move straight or take right turn. Turning towards left is prohibited.



लंबाई सीमा
Length Limit



- 3.2 The length of National Highways for which the GOI is constitutionally responsible is 1,00,475 km. A list of State-wise National Highways is at **Appendix-3**. National Highways constructed during last three years is given below:-



- 3.3 The National Highways system has various deficiencies such as capacity constraints, inadequate pavement crust, poor geometrics and lack of safety features. Improvement of National Highways is undertaken by way of widening and strengthening of existing highways, reconstruction / widening of bridges and construction of bypasses after prioritizing the works within available resources. While the Government is providing increasing budgetary allocation for highway sector, it has not been possible to allocate sufficient funds for maintenance of National Highways. The road development programme needs concerted efforts in the form of mobilization of funds from other sources along with increasing budgetary allocation as private sector involvement is depleting in recent years

Development and Maintenance of National Highways

- 3.4 The Government is implementing National Highways Development Project (NHDP), the largest Highways Project ever undertaken in the country since 2000. The NHDP is mainly being implemented by National Highways Authority of India (NHAI).

सड़क पर लगा यह चिन्ह दर्शाता है कि कितनी लंबाई का वाहन उस रास्ते से गुजर सकता है। यह चिन्ह तीव्र मोड़ या घुमावदार मोड़ पर लगाया जाता है। यह उन लंबे और बड़े आकार के वाहनों के लिए होता है जो सुरक्षित ढंग से मुड़ नहीं सकते।

This sign on road indicates that length of the vehicle, which can be manoeuvred through that passage. It could be a sharp turn, a hairpin bend etc. This is meant for long and oversized vehicles which cannot negotiate a safe turn.



National Highways Development Project (NHDP)

- 3.5 The Government of India has entrusted NHAI with responsibility of implementing its greatly expanded flagship programme, i.e. National Highways Development Project (NHDP) spread over seven phases with an estimated expenditure of about ₹6,00,000 crore.

Financing of NHDP Projects

- 3.6 During 2015-16, NHAI projects an expenditure of ₹89,301/- Crore (RE ₹76,496/- crore) out of which ₹73,032/- Crore (RE ₹52,003/-) {(including ₹12,271/- Crore (RE ₹9,157/- crore) for Annuity payment, Repayment of market/GOI/ADB(Direct) borrowings & interest, Maintenance of Highways)} would be spent out of NHAI Budget and a sum of ₹16,268/- Crore (RE ₹24,493/-) is likely to be spent by the Private Sector. Upto December, 2015 NHAI and Private Sector combined have incurred an expenditure of ₹47,084.87 Crores (52.73% of the BE 2015-16 including ₹3766 Crore for Annuity payment, Repayment of market/GOI/ADB (Direct) borrowings & interest, Maintenance of Highways) out of which ₹23,324/- Crore has been incurred out of Government funds and a sum of ₹17,542/- Crore has been spent by the Private Sector.
- 3.7 For the financial year 2015-16, NHAI has made budgetary provisions for a cess of ₹14,794/- Crore (RE ₹18,420) and Rs.11,535 Crore (including arrear of ₹3321 crore)(RE ₹6,500/- crore) as plough back of funds deposited by NHAI in Consolidated Fund of India (CFI) against toll Collection, Revenue Share, Negative Grant & Premium. An additional budgetary support of ₹2,853/- Crore (RE ₹2,706/- crore) for SARDP-NE & J&K projects, ₹200/- crore (RE ₹337/- crore) for Eastern Peripheral Expressway and ₹1327.26 Crore (RE ₹1158.05 crore) for Grant for Maintenance and Repair for National Highways.
- 3.8 As per 2015-16 BE, NHAI was to raise a sum of ₹42,694.50 Crore (RE ₹23,000 crore) through 54EC Bonds & Tax Free Bonds. Upto December 2015, a sum of ₹6516.41 Crore has been raised by NHAI through 54EC Bonds. In addition, NHAI has received ₹10,000 crore towards Tax Free Bonds application for which allotment has yet to be made.

National Highways Development Project (NHDP) Phase-I & II:

- 3.9 NHDP Phase I and II comprise of the development of National Highways to 4/6 lane standards of the following routes:
- Golden Quadrilateral (GQ) connecting 4 major metropolitan cities viz. Delhi-Mumbai-Chennai-Kolkata.
 - North South & East West Corridors (NS-EW) connecting Srinagar to Kanyakumari and Silchar to Porbandar with a spur from Salem to Cochin.

यह चिन्ह यातायात को सीधे चलने या बाएं मुड़ने का निर्देश देता है। दाएं मुड़ना वर्जित है। इस चिन्ह के उल्लंघन पर आपकी सुरक्षा को खतरा हो सकता है और दंडात्मक कार्रवाई की जा सकती है।

This sign directs the traffic to either move straight or take left turn. Turning towards right is prohibited. Violation of these sign may jeopardize your safety and may also lead to penal action.



एक्सल भार सीमा
Axle Load Limit



- (c) Road connectivity of major ports of the country to National Highways.
 - (d) Other National Highways stretches.
- 3.10 NHDP Phase I which was approved by CCEA in December 2000 at an estimated cost of ₹30,300 crore (1999 prices) comprises 5,846 km of Golden Quadrilateral, 981 km of NS-EW Corridor, 356 km of Port Connectivity and 315 km of other National Highways, a total of 7,522 km. During the year 2 km was completed upto Dec 2015.
- 3.11 NHDP Phase II which was approved in December 2003 at an estimated cost of ₹ 34,339 crore (2002 prices) comprises mostly NS-EW Corridor (6,161 km) and other National Highways of 486 km length, the total length being 6,647 km. During the year 48 km was completed upto December 2015.

NHDP Phase-III:

- 3.12 The Government has approved 4-laning of 4000 kms of National Highways on BOT basis under NHDP Phase IIIA at an estimated cost of ₹22,000 crores in March 2005. Subsequently Government approved additional stretches on 27.10.2006 and 12.04.2007 for implementation for upgrading total length becoming 12109 km for which a length 12230 km have been identified. 4-laning of 12,109 kms on BOT basis under NHDP Phase III is to be done at an estimated cost of ₹80,626 crore. Under this programme the stretches have been identified as per the following criteria:
- i) High density traffic corridors not included in Phase I & II
 - ii) Providing connectivity of State capitals with NHDP (Phase I & II)
 - iii) Connectivity of centres of tourism and places of economic importance.

Against 12,109 km, a length of 6734 km has already been two/four laned up to December 2015 and a length of 3313 km is under implementation. During the year 252 km has been completed up till December 2015.



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

आम तौर पर किसी पुल से पहले यह चिन्ह लगाया जाता है। यह पुल की वहन क्षमता को दर्शाता है। इस चिन्ह की भार सीमा 4 टन है। यह दर्शाता है कि सिर्फ 4 टन या उससे कम एक्सल भार वाले वाहन इस पुल से गुजर सकते हैं।

This sign is usually installed before a bridge. It indicates the load that a bridge can bear. The limit of this sign is 4 tonnes which indicates that only vehicles with axle load of 4 tonnes or less can pass over the bridge.



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

NHDP Phase-IV

- 3.13 This Phase envisage upgradation of about 20,000 km of National Highways to 2-lane paved shoulder under NHDP at an estimated cost of ₹78500/- crore. This phase has been approved in the month of July-08. Out of this about 13203 km is entrusted to NHAI. A length of 1825 km has already been four/two laned up to 31.12.2015 and length of 4704 km is under implementation. During the year 709 km has been completed up till December 2015.

NHDP Phase - V

- 3.14 Six laning of 6,500 km of existing 4 lane National Highways under NHDP Phase V (on DBFO basis) has been approved in October 2006 at an estimated cost of Rs.41210 cr(at 2006 prices). Six laning of 6,500 km includes 5,700 km of GQ and 800 km of other stretches. Against 6,500 km, a length of 2319 km has already been six laned up to 31.12.2015 and a length of 1756 km is under implementation. During the year, 223 km has been completed up till December 2015.

यह चिन्ह वाहन की गति सीमा निर्धारित करता है, जो सड़क पर लगे यातायात चिन्ह में दर्शायी जाती है। दंडात्मक कार्यवाही और सड़क पर दुर्घटनाओं से बचने के लिए निर्धारित गति सीमा का हमेशा पालन करना चाहिए।

This sign designates the speed of traffic on road. The limit specified must be invariably followed to avoid penal action and crashes on the road.



बाएं रहकर चलना अनिवार्य
Compulsory Keep Left



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

NHDP Phase VI

- 3.15 NHDP Phase VI envisages development of 1,000 km of fully access controlled expressways under Public Private Partnership (PPP) model following Design – Build – Finance – Operate (DBFO) approach. The Phase VI of NHDP has been approved at an estimated cost of ₹16,680 crore in November 2006 at 2006 prices. The total fund required for this phase is ₹16,680 crore, out of which ₹9,000 crore will come from private sector and the balance ₹7,680 crore will be Government funding for bridging the viability gap as well as meeting the cost of land acquisition, utility shifting, consultancy, etc.

NHDP Phase VII

- 3.16 Government has approved construction of stand alone Ring Roads, Bypasses, Grade Separators, Flyovers, elevated roads, tunnels, road over bridges, underpasses, service roads etc on BOT (Toll) mode under NHDP Phase

VII in December 2007 at an estimated cost of ₹16,680 Crore (at 2007 prices). Following projects have been awarded under NHDP Phase VII:

- Proposal for 4-lane elevated road from Chennai Port to Maduravoyal in Tamil Nadu costing ₹1485 crore approved by PPPAC on 04.08.2008. RFQ proposals received on 17.10.2008. Project was awarded on 06.01.2009.
- Proposal of upgradation of NH-7 from Hebbal Flyover to New Airport (22 km) in Bangalore costing ₹680 crore. Project is under implementation.

State PWD and Border Road Organization (BRO):

- 3.17 An amount of ₹4207.56 crore (RE ₹5506.56 crore) has been allocated during current year

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएं रहकर गाड़ी चलाएँ। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहाँ बीच में विभाजक (डिवाइडर) नहीं होता और उसी सड़क पर दुतरफा यातायात प्रवाह रहता है।

This sign indicates that the driver should drive in left lane for smooth traffic flow. This sign is installed mainly on the roads which do not have divider in between and two way traffic flows on the same road.



2015-16, for the NH entrusted to State PWDs and NIL amount for NHs entrusted to BRO. In addition to ₹ 4207.56 crore (RE ₹5506.56 crore), an amount of ₹50.00 crore from Permanent Bridge Fee Fund (PBFF) has been allocated for NHs entrusted to State PWD.

- 3.18 An amount of ₹2701.40 crore (RE 2698.40 crore) including ₹80 crore for BRO has been allocated during 2015-16 for maintenance of National Highways entrusted to the state PWDs & BRO respectively.
- 3.19 State-wise allocation for the development and maintenance of National Highways entrusted to State PWD during the year 2015-16 is at **Appendix-4**



Special Accelerated Road Development Programme for the North Eastern Region (SARDP-NE):

- 3.20 Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) aims at improving road connectivity of district headquarters and remote places of NE region with state capitals. It envisages two / four laning of about 7530 km of National Highways and two laning / improvement of about 2611km of state roads. This will ensure the connectivity to 88 district headquarters in the North-Eastern states, to nearest NH by at least 2 lane road.

The programme has been divided into Phase 'A', Phase 'B' and Arunachal Pradesh Package of Roads & Highways.

PHASE A:

It consists of improvement of 4099 km of roads consisting of 3014 km of National Highways and 1085 km of State Roads at an estimated cost of ₹21,769 crore. Out of 4099 km, BRO, State PWDs & NHIDCL have been assigned with the development of 3213 km

अनिवार्य साइकिल मार्ग संकेत दर्शाता है कि साइकिल चालक को अनिवार्य रूप से इस मार्ग का प्रयोग करना चाहिए। यह संकेत यह भी दर्शाता है कि इस मार्ग पर साइकिल के संचलन के अतिरिक्त किसी अन्य वाहन का संचलन प्रतिबंधित है।

Compulsory cycle track signifies that cyclists should compulsorily use this track. It also restricts the movement of any traffic except cyclist of the track.



बाएं मुड़ना अनिवार्य
(दाएं यदि संकेत विपरीत है)
**Compulsory Turn
Left (Right if Symbol
is Reversed)**



of roads at an estimated cost of ₹12,821 crore. Out of the remaining length of 886 km, 112 km is to be implemented by National Highways Authority of India (NHAI) on BOT (annuity) basis, 20 km by the Arunachal Pradesh PWD and 752km by NHIDCL. Out of 3213 km as above, 2610 km at a cost of ₹14,070 crore has been sanctioned till December, 2015. In addition, out of 886 km, approved in-principle, implementation approval has been accorded by the Government for projects aggregating to 462 km at a cost of ₹9,212 crore. The works are in various stages of progress. The likely date of completion for Phase-A is March, 2017.

PHASE B:

It involves 2 laning of 2,392 km of National Highways and 2-laning / improvements of 1,331 km State roads. Phase-B is approved only for DPR preparation.

Arunachal Pradesh Package for Roads and Highways

The Arunachal Pradesh Package of Roads and Highways covering 2,319 km (2205km NHs and 114km State /GS roads) of road stretch was approved by the Government as part of SARDP-NE on 09/01/2009. Out of this, 776 km has been approved by the Government for execution under BOT (Annuity) basis and for the remaining 1543 km approval for tendering under EPC basis has been given. Till December, 2015, works in a length of 1675 km at a cost of ₹15,288 crore have been awarded. The estimates are under examination / DPRs are under preparation/examination for the balance 644 km.

3.21 Development of roads in Left Wing Extremism (LWE) affected areas:

The Government on 26-02-2009 has approved the Road Requirement **Plan (RRP) for development of 1126 km NHs and 4351 km State Roads (total 5477 km)** to 2-lane at a cost of ₹7300 crore in LWE affected 34 districts affected by LWE in the States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Maharashtra, Odisha and Uttar Pradesh for all inclusive growth of these areas. MoRT&H has been entrusted with the responsibility of developing roads in LWE affected areas of the country.

MoRT&H has set up LWE Division under the Chief Engineer for sanctioning and implementing the above programme through respective State Public Works Departments (PWDs). Up-to-date, the detailed estimates for 5422 km length

have been sanctioned at an estimated cost of ₹8585 crore, out of which, works on 5263 km length costing ₹7005 crore have been awarded. Development in 3904 km length has been completed up to January, 2016 and cumulative expenditure incurred so far is ₹5398 crore. The development of roads under the programme is scheduled to be completed by March, 2017 Except for the works which are yet to be awarded.

इस चिन्ह को देखने के बाद ड्राइवर को अपना वाहन बाएं मोड़ना होगा। मार्ग परिवर्तन (डायवर्जन) के कारण यह चिन्ह लगाया जाता है।
One has to turn towards left after seeing this sign. This may have been installed due to diversion.



3.22 Development of Vijayawada Ranchi route:

Out of 1622 km long LWE affected Vijayawada Ranchi route, development of 600 km (net length 594 km) of State Roads in Odisha, not covered in any Central or State Scheme has been approved by the Government at a cost of ₹1200 crore on 4th November, 2010.

So far, the detailed estimates for all the 9 packages in an aggregate length of 594 km have been sanctioned at an estimated cost of ₹1126 crore and have been awarded. The development on 288 km has been completed. The cumulative expenditure up to January, 2014 of ₹550 crore has been incurred.



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

National Highways Interconnectivity Improvement Projects (NHIIP):

- 3.23 Rehabilitation and Upgrading to 2-lanes/2-lane with paved shoulders configuration from single/intermediate lane and strengthening of stretches of various National Highways in the states of Bihar, Karnataka, Odisha, Rajasthan and West Bengal to be taken up with loan assistance of World Bank under Phase-I of National Highways Interconnectivity Improvement Projects (NHIIP). 11 stretches involving 15 civil works contracts comprising total length of 1120 km amounting to ₹5193 crore (World Bank share-US\$ 500 millions) is envisaged in the programme. Cabinet approved the project on 18.04.2013. Project is targeted to be completed by March, 2022

यह चिन्ह दर्शाता है कि यातायात सीधी दिशा में चलना चाहिए और किसी भी तरफ मुड़ने पर दंडात्मक कार्रवाई की जा सकती है या सुरक्षा का खतरा हो सकता है।

This sign indicates the traffic should move in straight direction and turning to either side would lead to penal action and safety hazard.



आगे चलकर दाएं मुड़ना
अनिवार्य (बाएं यदि संकेत विपरीत है)
Compulsory Turn Right Ahead
(Left if Symbol is
Reversed)



LAYING OF FOUNDATION STONE OF ROB-CUM-FLYOVER AT RANICHAK, HALDIA ON NH-41

Project Components:

Component A: Road Improvement and Maintenance

- Widening and upgradation of 1120 km length of NH sections to 2 lanes/2 lane with paved shoulders configuration
- Performance based maintenance of the assets for a period of 5 years post construction

Component B: Institutional Development Component

- (i) Roll-out of Enterprise Resource Planning,
- (ii) Development of standard operating manual(s),
- (iii) Updating of various standard reference material including 'costs-database' (for NH works) and 'Data Book' for rate analysis,
- (iv) IT-based Road Information System,
- (v) Comprehensive Asset Management System (AMS)-covering all non-NHDP National Highways in three of the project states etc.

Component C: Road Safety

- (i) Review and updating road safety standards and codes of practices,
- (ii) Implement the Road Accident Database Management System (RADMS) in the project states and (iii) Strengthening road safety capacity at the central level

Project Costing as approved by Cabinet- ₹5193 crores (Civil Works-₹3686.14 crore, LA and R&R-₹451.98 crore, Environmental Mitigation-₹50.84 crore, Utility Shifting-₹83.47 crore, Performance based Maintenance-₹350.18 crore, Physical Contingencies-₹103.21 crore, Agency

यह चिन्ह ड्राइवर को सिर्फ दाएं मुड़ने का निर्देश देता है। इस संकेत का पालन करने से सुरक्षित और सुगम ड्राइविंग का मार्ग प्रशस्त होता है।
This sign directs the driver to turn right only. Obeying this sign will lead to safety and hassle free drive.



Charges to PWD-₹121.09 crore, Supervision & Project Management Consultancy Services-₹121.09 crore, Institutional Development & Road Safety-₹225 crore

Loan particulars:

- Component A: Road Improvement and Maintenance Component-US\$ 468.05M
- Component B: Institutional Development Component-US\$ 16.7M
- Component C: Road Safety-US\$ 14M
- Front End Fee-US\$ 1.25M
- Loan to be amortized in 18 years including 5 years grace period



Implementation arrangement:

- EAP Zone to have the overall responsibility for all aspects of the project including fiduciary, procurement, contract monitoring, environment & social safeguards and institutional strengthening
- Project Coordination Unit (PCU) headed by a SE under respective state CE NH with overall responsibility of project implementation
- Project Implementation Unit (PIU) headed by EE for each sub-project road to oversee day-to-day implementation of the contracts
- Allocation 2015-16: ₹590 crore under counterpart fund and 150 crores under NH(O).

यह चिन्ह यातायात को सीधे चलने या दाएं मुड़ने का निर्देश देता है। बाएं मुड़ना वर्जित है।

This sign directs the traffic to either move straight or take right turn. Turning towards left is prohibited.



आगे चलना या
बाएं मुड़ना अनिवार्य
**Compulsory Ahead
or Turn Left**



- Cumulative Expenditure up to December 2015: ₹894.80 crore
- Gross expenditure eligible for disbursement December 2015: ₹536.99 crore
- Reimbursement by World Bank: ₹202.34 crore

Central Road Fund

3.24 An allocation of ₹26185.44 Crore has been made to the Ministry under the CRF for 2015-16 with the following break-up:-

(₹ in Crore)

Grant to State Governments and UTs for State roads	2,910.00
Grant to States & UTs for Roads of Inter-State Connectivity and Economic Importance	355.35
National Highways	22920.09
Total	26185.44

- 3.25 The allocated funds from the CRF earmarked for the States is further allocated to the various states based on the 30% fuel consumption and 70% geographical area of the State.
- 3.26 The summary of the allocation and release in respect of states/UT roads since the year 2000-01 to 2015-16 is as **Appendix-5**.

Approvals under CRF for State Roads

- 3.27 During the year 2014-15 (up to December, 2014), 59 proposals involving a cost of ₹510 crores have been approved for improvement of state roads under the CRF excluding the works approved under the scheme of EI & ISC.

Inter State Connectivity and Economic Importance (ISC&EI) schemes

- 3.28 The schemes of Inter State Connectivity and Economic Importance had been in existence prior to the enactment of CRF Act 2000 where only modest programmes of work were sanctioned with Central loan assistance. The scheme has now been regulated in accordance with the provisions in the Central Road Fund Act, 2000.

Sanction under ISC & EI Schemes

- 3.29 During the year 2015-16 a sum of ₹355.35 crore has been earmarked for the state roads under Inter State Connectivity and Economic Importance (ISC&EI).

यह चिन्ह यातायात को सीधे चलने या बाएं मुड़ने का निर्देश देता है। दाएं मुड़ना वर्जित है। इस चिन्ह के उल्लंघन पर आपकी सुरक्षा को खतरा हो सकता है और दंडात्मक कार्रवाई की जा सकती है।

This sign directs the traffic to either move straight or take left turn. Turning towards right is prohibited. Violation of these sign may jeopardize your safety and may also lead to penal action.



Indian Academy of Highway Engineers (IAHE)

Broad Activities:

- 3.30 Indian Academy of Highway Engineers (IAHE) is a registered Society under the Administrative control of the Ministry. It is collaborative body of Central and State Governments and was set up in the year 1983 with the objective of fulfilling the long felt need for training of Highway Engineers.
- 3.31 The Academy has been functioning effectively for 32 years and is now functioning from its own campus developed in 10 acres of land at A-5, Institutional Area, Sector-62, NH-24 bypass, Noida (UP) w.e.f. 1st Oct. 2001.
- 3.32 The vision and scope of the Academy has been broadened covering setting up of centres of excellence in different areas of Highway Engineering. The Academy has been playing pivotal role in imparting training to highway Engineers. The broad activities of IAHE consist of the following:-
 - a) Training of freshly recruited Highway Engineers.
 - b) Conducting Refresher Courses for Senior and Middle level and Junior Engineers
 - c) Short duration technical and management development courses for Senior Level Engineers and Administrators involved in road development.
 - d) Training in specialized areas and new trends in highway sector.
 - e) Development of training materials, training modules for domestic and foreign participants.
 - f) To conduct short term courses/management development programmes on PPP and EPC etc., develop expertise in different areas like road safety and conduct collaborative research in planning/designing/ construction and management of roads and highways in the country
- 3.33 Since its inception, IAHE has trained 27576 Highway Engineers and Administrators involved in road development from India and abroad through 1186 training programmes up to 31st December, 2015. Participants are drawn from Ministry of Road Transport & Highways, NHAI, NNRDA, various state PWDs, Public Sector, Private Sector.

यह चिन्ह निर्देश देता है कि यातायात के सुगम प्रवाह के लिए ड्राइवर बाएं रहकर गाड़ी चलाएँ। यह चिन्ह मुख्यतः उन सड़कों पर लगाया जाता है, जहाँ बीच में विभाजक (डिवाइडर) नहीं होता और उसी सड़क पर दुतरफा यातायात प्रवाह रहता है।

This sign indicates that the driver should drive in left lane for smooth traffic flow. This sign is installed mainly on the roads which do not have divider in between and two way traffic flows on the same road.



Training programmes conducted during the year 2015-16

3.34 During the year 2015-16 (up to 31st December, 2015), the Academy has organized 68 training programmes in which, 1231 Engineers and Professionals have participated.

Mechanization in Road and Bridge works and use of modern equipments:

3.35 The Mechanization in road and bridge works results in better quality, saving of natural resources, environment friendly process, higher productivity, minimal traffic disturbance etc. It also speeded up the execution of works and improves work safety. The following measures have been taken in respect of Mechanization in Road and Bridge works.

- (i) Automatic Overload detection and Traffic Survey: Weigh-in-Motion-cum-Automatic Traffic Counters-cum-Classifiers (WIM-cum-ATCC) system, helps in control of overloading and collection of traffic data. Two systems have been installed and commissioned at Hassan and koppal sites in the States of Karnataka. Installation of one system at Barmer in the State of installation civil works are in progress in Assam and West Bengal and are being taken up in Tamil Nadu.
- (ii) Pre- Standard of Weigh-in-Motion System for Road vehicles covering all application has been drafted and given to the Department of Consumer Affairs in the draft stage along with comments received from India and abroad for preparing the National Standard of Weigh-in-Motion system for Road Vehicles covering all application through the Bureau of Indian Standards (BIS) and the Legal Metrology (LM) Division.
- (iii) A National Conference on Highway Equipment was organized which provided a single platform to all stakeholders viz. Authorities, Contractors, Consultants and Equipment Manufactures to discuss and exchange views on modern, innovative and high performance equipment focusing on productivity, inbuilt quality assurance features and inbuilt safety features. The concerns about saving energy (energy efficiency), saving material resources (sustainability) and saving environment (green technologies) were also discussed. The Conference also flagged the need for defining the skill level of equipment operators and for having a system of certification of operator skill.
- (iv) Ministry has initiated action for skilling of key equipment operator working in the highway sector through the Ministry of skill Development & Entrepreneurship in consultation with all stakeholders.

अनिवार्य साइकिल मार्ग संकेत दर्शाता है कि साइकिल चालक को अनिवार्य रूप से इस मार्ग का प्रयोग करना चाहिए। यह संकेत यह भी दर्शाता है कि इस मार्ग पर साइकिल के संचलन के अतिरिक्त किसी अन्य वाहन का संचलन प्रतिबंधित है।

Compulsory cycle track signifies that cyclists should compulsorily use this track. It also restricts the movement of any traffic except cyclist of the track.



TRAINING PROGRAMME IN IAHE



ROAD SAFETY WALK

यह चिन्ह दर्शाता है कि जिस स्थान पर यह चिन्ह लगा हुआ है वहां प्रवेश करने के पश्चात चालक वाहन को निर्धारित गति पर ही चलाएगा। इस संबंध में दंडात्मक कार्रवाई तथा सड़क दुर्घटना से बचने के लिए अनिवार्य रूप से निर्धारित गति का अनुपालन किया जाना चाहिए।

This sign indicates that vehicles using the Road, at the entrance to which the sign is placed shall travel at the specified speed. The limit specified must be invariably followed to avoid penal action and crashes on the road.



दाहिना मोड़
Right Hand Curve



DEMONSTRATION OF RETRO - FIT ELECTRIC BUS

यह चिन्ह आपको आगे की सड़क पर एक दाहिने मोड़ के बारे में सचेत करता है। यह आपको स्थिति के अनुसार गाड़ी चलाने और अचानक मोड़ दिखने पर दुर्घटना की संभावना से बचने में सहायक होता है।

This sign cautions you about a Right Hand Curve on the road ahead. This helps you in maneuvering vehicle accordingly and nullifies the possibility of crash due to sudden appearance of turn.



CHAPTER IV

Road Transport and Road Safety

- 4.1 Road transport is considered to be one of the most cost effective and preferred modes of transport, both for freight and passengers, keeping in view its level of penetration in populated areas. Thus, it is vital to the economic development and social integration of the country. Road transport has emerged as the dominant segment in India's transportation sector with a share of 4.8% in India's Gross Domestic Product (GDP) in 2011-12. Although National Highways constitute 1.58 percent of the total road network as on 31st March, 2012, they carry 40 per cent of the total road traffic. Easy availability, adaptability to individual needs and cost savings are some of the factors which go in favour of road transport. Road transport also acts as a feeder service to railway, shipping and air traffic. The total number of registered motor vehicles has been growing at 10.5 per cent per annum during the period 2002 to 2012. The share of road traffic in total traffic movement by roads and railways has grown from 13.8 per cent of freight traffic and 15.4 per cent of passenger traffic in 1950-51 to an estimated 64.5 per cent of freight and 85.9 per cent of passenger traffic respectively in 2011-12.
- 4.2 The Ministry is responsible for the formulation of broad policies relating to regulation of road transport in the country, besides making/monitoring arrangements for vehicular traffic to and from the neighbouring countries.
- 4.3 The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTC's), are being administered in the Road Transport Division of the Department:
 - Motor Vehicles Act, 1988
 - Central Motor Vehicles Rules, 1989
 - Road Transport Corporations Act, 1950
 - Carriage by Road Act, 2007 repealed to Carriers Act, 1865
 - Carriage by Road Rules, 2011
- 4.4 The Ministry sanctioned a project for creation of National Register and State Registers of Driving Licenses and Registration Certificates of Motor Vehicles at an estimated cost of ₹148 crore. NIC is executing the project. The project involves computerization of Regional Transport Offices/State Transport Authorities and subsequently links them to National and State Registers of Driving Licence and Registration Certificates. There are 1006 RTOs for implementation of smart card based issuance of Driving License and Registration Certificates, out of which 1001 have been computerized. Customization of standard software as per requirements of the State is complete for all 35 States/UTs and the software is running at

जब सड़क की चौड़ाई कम हो जाती है और वह किसी संकरे रास्ते से मिल जाती है तो तेज गति से चलने वाले वाहन के सामने से आ रहे वाहन से टकराने की संभावना रहती है। यह चिन्ह ड्राइवर को सतर्क रहने का संकेत देता है क्योंकि आगे का रास्ता संकरा है।

When the width of the road decreases and the road merges into a narrow road, there is a possibility that a speeding vehicle may collide with oncoming traffic. This sign cautions the driver to be careful as the road ahead is narrow.



आगे रास्ता चौड़ा है
Road Widens Ahead



least at the pilot site in each State/UT. 100% connectivity has been achieved in 32 States/UTs, and 994 RTOs are connected. Vehicles on the Vahan register crossed the 100 million mark on the 5th November, 2012. State Transport Departments officials as well as enforcement authorities have been provided access to the data on the National Register to facilitate instant verification of all Driving Licenses (DLs)/Registration Certificates (RCs) which have been digitized by sending SMS from their registered mobile number. As on 31.01.2016, data of RCs and DLs digitized are 17,50,42,055 and 8,80,54,602 respectively. The 'Vahan' vehicle registration and permit system was awarded the "Platinum Icon Web Ratna Award" for the best citizen centric service.

- 4.5 With a view to streamline the process of transportation trade by road, so as to meet the modern day requirements, Carriage by Road Act, 2007 has been enacted which came into effect on 01.03.2011. For smooth compliance of the provisions of the Carriage by Road Act, 2011, the Carriage by Road Rules, 2011 were notified vide G.S.R. 176 (E), dated 28.02.2011. The Act/Rules are also available on this Ministry's website at <http://morth.nic.in>. All the States/UTs have been requested by this Ministry to ensure compliance of the Carriage by Road Act, 2007 as well as Carriage by Road Rules, 2011. The Ministry is also making efforts for online registration of common carriers under Carriage by Road Act through software developed by NIC and payment gateway of the State Bank of India. 24 States have already opened dedicated accounts with SBI in this regard.
- 4.6 In order to remove this difficulty and facilitate plying of e-Rickshaw and e-Cart, the Central Government amended sub-section (1) of Section 7 of the Motor Vehicles Act, 1988 which will give relaxation to e-Rickshaw and e-Cart drivers only. In addition, the definition of e-Rickshaw and e-Cart is also been included under the said Act. Ministry has notified GSR 709(E) dated 08.10.2014, S.O. 2590(E) dated 08.10.2014 and GSR 27(E) dated 13.01.2015 for amending the Central Motor Vehicles Rules, 1989 (CMVRs) to include e-rickshaws and its specifications under the ambit of CMVRs which have been uploaded on Ministry's website: www.morth.nic.in. The necessary procedures for regulating existing e-rickshaws are mentioned in the above notifications.
- 4.7 Ministry of Road Transport and Highways is working on a proposal to replace the "Motor Vehicles Act, 1988" with a new Act namely "The Road Transport and Safety Bill, 2015" which inter-alia proposes to remove the practices which are adverse to road safety and efficient use of transport system. It also proposes to bring in a Multi Modal Coordination Authority to improve efficiency in the transport sector. The latest version of the Road Transport and Safety Bill, 2015 was sent to all the States/UTs on 4th June, 2015 seeking their comments/views. About twenty six State Governments/UTs have furnished their comments till date. The States/UTs who are yet to furnish comments/suggestions have been reminded. The Road Transport and Safety Bill, 2015 has been uploaded on the Ministry's official web site: www.morth.nic.in.

यह चिन्ह दर्शाता है कि आगे का रास्ता चौड़ा है। इस चिन्ह के बाद सड़क चौड़ी होती है और इस प्रकार, यातायात को उसी के अनुसार चलना चाहिए।

This sign signifies that the road ahead is wide. The width of the road widens after this sign and thus traffic should adjust accordingly.



- 4.8 In order to facilitate inter-State movement of goods carriages, a new national permit system has been implemented in all States/Union Territories with effect from 08.05.2010. As per the new arrangement, national permit can be granted by the home State on payment of ₹1000/- as home State authorization fee and ₹16,500/- per annum per truck towards consolidated fee authorizing the permit holder to operate throughout the country. The new system is also being implemented electronically through a web portal developed by National Informatics Centre (NIC) w.e.f. 15.09.2010. The consolidated fee collected by the Central Government through State Bank of India is distributed among the States/UTs on a pro rata basis based on an agreed formula.
- 4.9 During 2015-16, fifty-four workshop-cum-training programmes were organised by this Ministry for officers of the State Transport/Traffic Departments and Municipal Corporations through leading automobile institutes / research association and academic institutes namely, Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI), Pune, Engineering Staff College of India (ESCI), Hyderabad, Indian Institute of Petroleum (IIP), Dehradun, Institute of Road Traffic Education (IRTE), Faridabad, Indian Institute of Technology (IIT) Delhi and Petroleum Conservation and Research Association (PCRA), Delhi. The training programmes are designed in such a manner to give the participants exposure in all sphere of governance in the road transport sector and to face emerging challenges.



WORKSHOP ON "ENGINEERING MEASURES FOR ENHANCEMENT OF ROAD SAFETY ON NATIONAL HIGHWAYS"

- 4.10 Section 59 of Central Motor Vehicles Act, 1988 empowers the Central Government to fix the age of vehicles. The life of transport vehicles and tourist vehicles has been fixed under CMVRs. The life of personal vehicles has not been fixed. A policy decision in this regard has to be taken keeping in view the socio economic conditions of our country. Generally, the vehicle should be allowed to ply on the road as long as it meets safety and emission norms. The safety and emission requirements can be achieved if the vehicles go through a fitness test at regular intervals. Therefore, a model of automated Inspection & Certification (I&C) Centre was designed and a scheme was launched for setting up of such Centres in the country.

यह चिन्ह आगे की सड़क की फिसलन-भरी स्थितियों को दर्शाता है। इन स्थितियों का कारण जल रिसाव या तेल का फैलना आदि हो सकता है। यह चिन्ह दिखने पर चालक सदैव दुर्घटना से बचने के लिए अपने वाहन की गति कम करे।

This sign indicates the slippery condition of the road ahead. This condition could be due to seepage of water or oil spill etc. The driver should invariably slow down the vehicle at sight of this sign to avoid crash.



साइकिल क्रॉसिंग Cycle Crossing



- 4.11 The Ministry has circulated guidelines for movement of Over Dimensional Cargo (ODC) and Over Weight Cargo (OWC) with the objective of safeguarding structural assets such as bridges on national highways. As per the guidelines, transporters moving ODC and OWC on national highways need to seek prior permission from the MoRTH after submitting condition survey of bridges en route through empanelled consultants. The load is also required to be maintained within the permissible limit. The Ministry has received the payment of ₹6.62 Cores towards online processing of application for permission. A bar chart of 'Originating State Wise Permission' is at **Appendix - 6**

Road Safety

- 4.12 The National Road Safety Policy places emphasis on awareness regarding road safety issues, establishment of road safety information database, strengthening of driving licence system and training, better enforcement of road safety laws etc. The important schemes on road safety operated by the Ministry include publicity measures and awareness campaign on Road Safety, Scheme for setting up institutes for driving training, Refresher training of drivers in unorganized sector and Human Resource Development, National Highways Accident Relief Service Scheme (NHARSS), Setting up of inspection and certification centres and Road Safety & Pollution Testing Equipment and so on.



यह सड़क चिन्ह दर्शाता है कि चौराहे की मुख्य सड़क पर एक साइकिल पथ है या साइकिल चालक इस पथ का निरंतर प्रयोग करते हैं। ड्राइवर को सावधानीपूर्वक चौराहा (इंटरसेक्शन) पार करना चाहिए ताकि साइकिल सवार सुरक्षित ढंग से मुख्य सड़क पार कर सकें।

This road sign indicates that there is a cycle path intersecting the major road or is frequented by cyclists. The driver should carefully cross this intersection so that cyclist could cross the major road safely.



4.13 Setting up of Inspection & Certification (I&C) Centres:

MoRTH sanctioned 10 model automated I&C Centres one each in the States of Andhra Pradesh, Karnataka, Gujarat, Maharashtra, Rajasthan, Himachal Pradesh, Haryana, Madhya Pradesh, U.P and Delhi on a pilot basis. Under the scheme, the land is made available by the concerned States. The total cost for setting up one such centre is around ₹1440 lakh. I & C Centre, Nasik (Maharashtra) is in operation since October 2015. The I & C Centre, Railmagra (Rajasthan), Chhindwara (Madhya Pradesh), Neilmangla (Karnataka), Delhi and Rohtak (Haryana) is expected to become operational shortly. The state of Himachal Pradesh could not provide the land, therefore the project could not take off. The remaining three centres will be operational in another six months.

During the 12th five year plan, the Ministry has decided to sanction 10 more such centers in the country. So far the Ministry has sanctioned six Inspection and Certification Centres to be set up, one each in the States of Odisha, Kerala, Punjab, Sikkim, Chhattisgarh and West Bengal. The civil constructions of these centres will start shortly.

4.14 Institutes of Driving & Research (IDTR)

The scheme for setting up Institutes of Driving & Research (IDTR) is being implemented with the concurrence of the Planning Commission. The objectives of the scheme for setting up of IDTR are as follows:-

- a) To set up a model driving training institute in all states
- b) To conduct training course for trainers.
- c) To conduct induction training course in driving of Heavy Motor Vehicles.
- d) To conduct induction training course in driving of Light Motor Vehicles.
- e) To conduct refresher and orientation training courses for the drivers who are in service.
- f) To conduct training course for the drivers who carry dangerous/hazardous goods including random periodic evaluation.
- g) To carry out research on behavioural/attitudinal changes required to be brought out in the drivers.
- h) To organized road safety campaigns for schools children and other vulnerable groups
- i) To carry out periodic audit and accreditation of RDTCs in the allocated regions.

During the 10th Five Year Plan, 13 Model Driver Training Schools were sanctioned and all are complete and functional. During 11th Plan, the Ministry of Road Transport & Highways

यह संकेत दर्शाता है कि यह सड़क तीन रंग वाली बत्ती सिग्नल से प्रचालित है क्योंकि चालक कुछ सड़कों पर इस प्रकार की व्यवस्था का अनुमान नहीं लगा पाते।

This sign on road indicates that this road is regulated by three-colour light signals, as driver may not expect such section of some roads.



पशु
Cattle



accorded sanction for setting up IDTRs at Sarkaghat (Himachal Pradesh), Chhindwara (Madhya Pradesh), Rajsamand (Rajasthan), Pune (Maharashtra), Bhiwani (Haryana), Aurangabad, (Bihar) and Agartala (Tripura) and Uttar Pradesh (Rae Bareilly). The construction of three IDTRs i.e. Chhindwara, Pune and Rajsamand has been completed and functional. The civil construction of rest of the IDTR is in progress and likely to be completed during next year.

During the 12th Five Year Plan, the Ministry had decided to set up 10 more IDTR and 25 Regional Driving Training Centre (RTDC) centres in the country. So far the Ministry has sanctioned two IDTR to be set up, one each in the State of Chhattisgarh and Telangana. Besides, “in principle” approval has also been given for setting up IDTR in Maharashtra.

4.15 National Highway Accident Relief Service Scheme (NHARSS)

The scheme entails providing cranes and ambulances to States/ UTs/NGOs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victims to the nearest medical aid centre and for clearing the accident site. So far, 347 ten ton cranes and 106 small/medium size cranes have been provided under the scheme. 509 ambulances have been provided to States/UTs/NGOs under the scheme.



Further, Ministry of Road Transport & Highways has also provided 140 advanced life support ambulances to 140 identified hospitals upgraded under the Ministry of Health and Family Welfare's Scheme 'establishment of an integrated network of Trauma Centers' along the Golden Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals.

यह चिन्ह दर्शाता है कि वहां सड़क पर पशुओं के भटकते हुए घूमने की बहुत संभावनाएं हैं। सड़क पर पशुओं के घूमने से बड़ी दुर्घटनाएं हो सकती हैं क्योंकि यातायात में जानवर के भड़कने का खतरा रहता है। इसलिए, जहां कहीं यह चिन्ह देखें, सावधानी से गाड़ी चलाएं।

This sign indicate that there is great possibility of cattle straying on the road. Cattle on road can cause major crashes as animal reacts unpredictably in traffic. So drive carefully wherever you see this sign.



4.16 Publicity Measures and Awareness Campaign on Road Safety:

With a view to spread road safety awareness among the general public, the Government has been undertaking various publicity measures in the form of telecasting/broadcasting of T.V. spots/Radio jingles, display of cinema slides, hoardings, organizing Road Safety Week, seminars, exhibitions, all India essay competition on road safety, printing of handbills/stickers, posters, etc., containing road safety messages for various segments of road users viz. Pedestrians, cyclists, school children, heavy vehicle drivers, etc. , painting on road railings on themes of road safety, road safety games, calendars depicting road safety messages, etc. The Publicity campaign is carried out through DAVP, Doordarshan, All India Radio and newspapers. It is the Ministry's effort to make road safety a social movement.

4.17 Ministry of Road Transport & Highways has also undertaken the following activities during the year:-

- (i) A symbolic Road Safety Walk was held on 11th January, 2016 at India Gate, New Delhi. The motive of the walkathon is to engage and make more people aware of road safety and its associated aspects.
- (ii) A massive public awareness campaign was carried out in the electronic/print media through the Directorate of Advertising and Visual Publicity (DAVP), Doordarshan and All India Radio and all Regional stations, 35 Private TV Channels. Private FM radio stations throughout the country and in leading newspapers throughout the country with special emphasis on the Road Safety. Posters in Hindi, English and Regional languages with Road Safety messages have been distributed across the country in order to raise awareness on road safety.
- iii) To protect the Good Samaritans from harassment on the actions being taken by them to save the lives of road accident victims , the Ministry of Road Transport & Highways have issued guidelines vide Notification dated 12th May, 2015 to be followed by hospitals, police and all other authorities for the protection of Good Samaritan. Now people need not hesitate in helping road accident victims to reach the nearest hospital.
- iv) Road safety activities have also been included in Schedule vii of the Companies Act, 2013. The companies may now be able to undertake road safety related activities under CSIR.
- iv) Road safety activities have also been included in Schedule vii of the Companies Act, 2013. The companies may now be able to undertake road safety related activities under CSIR.
- v) Keeping in view the large number of accidents and deaths reported on the Indian roads, the Committee on Infrastructure directed the Ministry to consider creation of a

कुछ स्थानों पर पुल की व्यवस्था किए बिना सड़कें नदी के साथ जोड़ी जाती हैं। चूंकि नदी सड़क को विभाजित करती है इसलिए नौका सेवा के जरिए इन सड़कों को जोड़ा जाता है। यह चिन्ह दर्शाता है कि वहां नदी पार करने के लिए नौका सेवा उपलब्ध है।

Some times roads are intersected by the river without the provision of bridge. These roads are connected through ferry service. This sign indicates that there is a ferry service available to cross the river.



पत्थर लुढ़कने की संभावना Falling Rocks



Directorate of Road Safety and Traffic management. A Bill to create the National Road Safety and Traffic Management Board (NRSTMB) was introduced in Lok Sabha on 4.5.2010 which was referred to Department related Parliamentary Standing Committee for examination. However, this Bill has lapsed consequent upon dissolution of 15th Lok Sabha. Now the Ministry has drafted a new Road Transport & Safety Bill.



NUKAD NATAK ON ROAD SAFETY



ROAD SAFETY FORUM - 2016

तीव्र जलवायु में भूस्खलन के दौरान पहाड़ी रास्तों पर पत्थर/चट्टानें गिरती रहती हैं। यह चिन्ह दर्शाता है कि आगे के रास्ते पर पत्थर/चट्टानें गिरने का खतरा है। दुर्घटना से बचने के लिए ड्राइवर को सावधानी से वाहन चलाना चाहिए।

In hilly roads the rocks fall on road during landslides in extreme climates. This sign shows that the road ahead is prone to such falling of rocks and driver should drive carefully to avoid crash.



- vi) CIRT Pilot Project on Electric Buses - Hon'ble Minister has approved CIRT pilot project for conversion of diesel buses into electric buses as retro-fitment solution. Under this project, 10 buses of SRTUs & 2 mini buses for the use of Hon'ble MPs have been approved for conversion. Work order for 12 buses has been given to CIRT. Additionally, one bus for use at Ministry and another bus for use by IAHE is under consideration.



ROAD SAFETY WALK



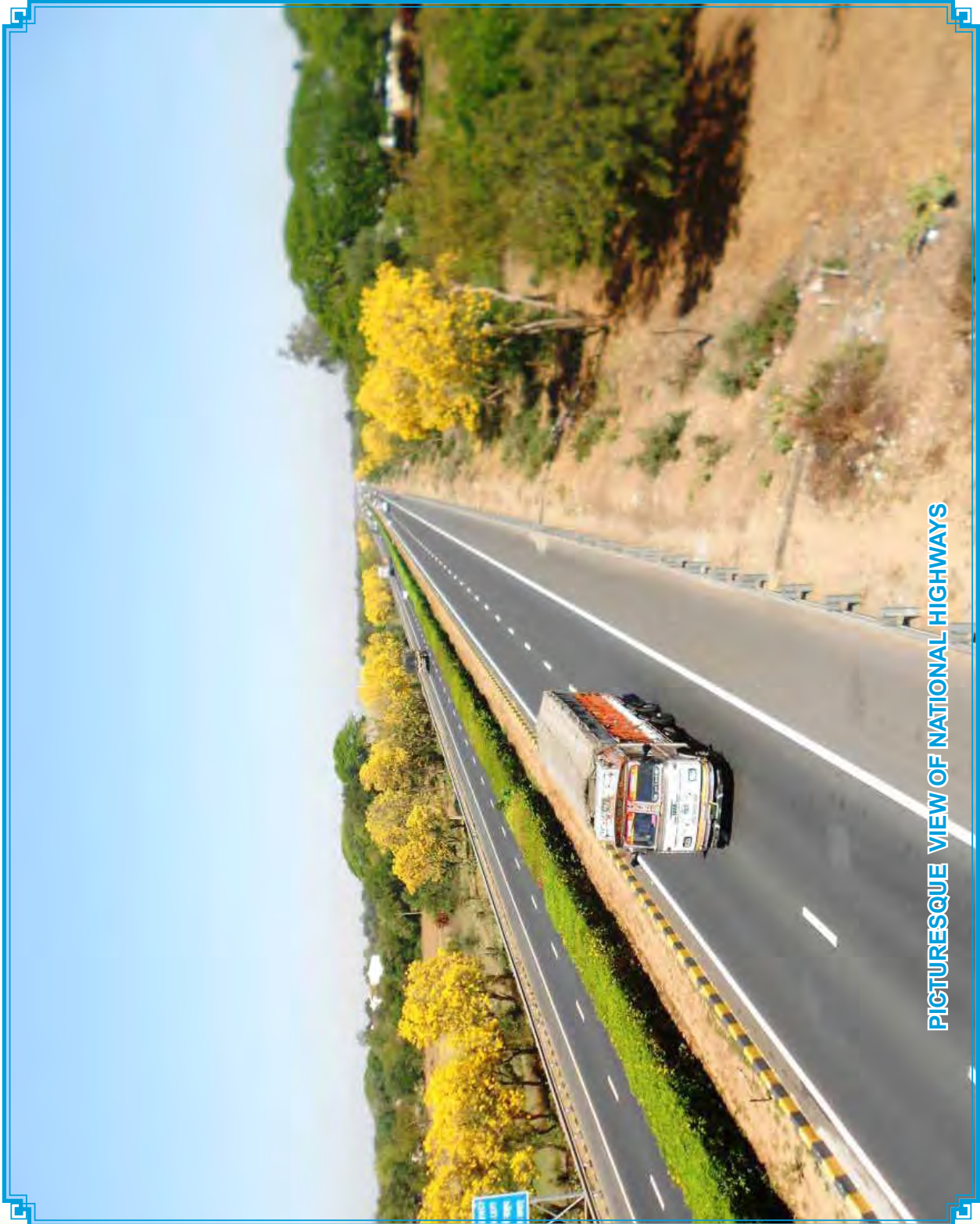
ROAD SAFETY WALK

यह चिन्ह आगाह करता है कि आगे के रास्ते पर गहराई है। यह चिन्ह ड्राइवर को सड़क का गहरा हिस्सा पार करने के लिए वाहन की गति धीमी रखने में सहायक होता है।

This sign cautions that there is a dip on road ahead. This sign helps driver to reduce the speed to cross the plunge on road.



उभार या ऊबड़-खाबड़
सड़क
Hump or Rough
Road



कुछ स्थानों में सड़क पर एक उभार होता है, जो यातायात को धीमा करने के लिए जान-बूझकर बनाया जाता है। यह चिन्ह ड्राइवर को आगाह करता है कि वह इस उभार को पार करने के लिए वाहन की गति कम करे।

Sometimes there is a hump on road intentionally created for slowing the traffic. This sign cautions the driver that he should reduce the speed to cross the hump comfortably.



CHAPTER V

Development of National Highways in North-Eastern Region

- 5.1 The Ministry has been paying special attention to the development of NHs in the North-Eastern region and 10 per cent of the total allocation is earmarked for NE region. The total length of National Highways in North-East is 13,258 km and these are being developed and maintained by three Agencies - the state PWDs, BRO, NHAI and NHIDCL. Of the total length of 13,258 km, about 12,476 km is with the NHIDCL and respective state PWDs. The remaining length of 782 km is with NHAI.
- 5.2 The details of National Highways and their development & maintenance works taken up under various schemes during the year 2014-15 in the North-East region are given below:
- | | | |
|------|--|----------|
| (i) | Length under NHDP Phase-III | 110 km |
| (ii) | Length of National Highways, State Roads under SARDP-NE: | |
| | Phase A : | 4099 km |
| | Phase B: | 2,392km. |
| | Arunachal Pradesh Package of Roads and Highways | 2319 km. |
- 5.3 A length of 110 km of National Highway No 44 in the State of Meghalaya (Jowai – Meghalaya / Assam border {Ratachhera} stretch) falls under NHDP Phase-III.
- 5.4 Under the ISC & EI scheme, 38 projects amounting to ₹646.24 crore are under progress.
- 5.5 Under the CRF, 339 works amounting to ₹1818.01 crore have been taken up for the improvement of state roads.
- 5.6 Sixty Two works costing ₹1105.27 crore sanctioned under NH (O) are under progress.
- 5.7 State-wise details of works in the Northeast are given below.

Arunachal Pradesh

- 5.8 The Government has approved Arunachal Pradesh Package of Roads & Highways covering construction / improvement of 2319 km roads at an estimated cost of Rs.11919 crore. Out of 2319 km, 2180 km falls in the State of Arunachal Pradesh.
- 5.9 Under the CRF, 71 Works for the Improvement of state roads amounting to ₹475.68 Crore has been taken so far.
- 5.10 Under the EI & ISC schemes, 8 works costing Rs.137.39 crore are in progress.

कई बार सड़क पथ—कर वसूली केंद्र / जांच चौकी से होकर गुजरती है। ऐसे स्थानों पर अवरोध देखे जा सकते हैं। यह चिन्ह दर्शाता है कि आगे की सड़क पर अवरोध है और वहाँ वाहनों को रुकना पड़ेगा।

Many a times the road passes through toll collection point/check posts etc. One can find barriers on such places. This sign indicates that there is a barrier ahead on the road and vehicle has to stop there.



रुकिए
Stop



Assam

- 5.11 As on 31st December, 2015, seventeen improvement works costing ₹685.56 crore, are in progress under NH(O).
- 5.12 A length of 670 km connecting Silchar to Srirampur via Lumding-Daboka-Nagaon-Guwahati in Assam has been entrusted to NHAI as part of East West corridor under NHDP Phase-II. East-West corridor portion in Assam has been awarded except for 31 km between Balacherra and Harangajo and four laning works are in different stages of progress. 18 km of Guwahati bypass has been completed.
- 5.13 Under the CRF, 108 works amounting to ₹519.67 crore have been taken up so far for the improvement of state roads.
- 5.14 Two works amounting to about ₹60.00 crore have been processed for sanction during 2014-15 are in progress under ISC scheme.
- 5.15 Government has approved implementation of four laning of NH-37 from Numaligarh to Dibrugarh (201 km) along with construction of 4-lane bridge over river Brahmaputra connecting Numaligarh and Gohpur under Phase 'A' SARDP-NE. The work has been awarded in three packages from Numaligarh-Dibrugarh have been approved. As regard to Numaligarh-Gohpur bridge, consultant has been engaged for preparation of DPR.
- 5.16 Government has approved implementation of Arunachal Pradesh Package of Roads & Highways covering 2319 km of roads at an estimated cost of ₹11919 crore. Out of 2319 km, 139 km falls in the State of Assam.

Manipur

- 5.17 As on 31st December, 2015, three improvements works costing ₹77.88 crore, including work on two bridge costing ₹53.32 crore are in progress.
- 5.18 Under CRF, 34 works amounting to ₹130.90 crore are in progress/ completed.
- 5.19 Under EI & ISC, 5 works amounting to ₹109.08 crore have been taken up so far.
- 5.20 Under NH(O), seven works amounting to ₹100 crore have been sanctioned during the year 2015-16 till 31/12/15.

Meghalaya

- 5.21 As on 31st December, 2015, twenty one improvement works amounting to ₹157.30 crore are in progress.
- 5.22 Thirty works amounting to ₹117.83 crore have been taken up so far under CRF. In addition, three works at an estimated cost of ₹60.40 crore is in progress under the centrally sponsored scheme of inter-state connectivity (ISC).

यह चिन्ह सबसे महत्वपूर्ण और प्रमुख सड़क चिन्हों में से एक है। यह चिन्ह दर्शाता है कि ड्राइवर वाहन को तत्काल रोक दे। आमतौर पर पुलिस, यातायात और पथ-कर प्रशासन इस चिन्ह को जांच-चौकियों पर लगाते हैं।

This is one of the most important and prominent Road Signs. This sign indicates that driver should immediately stop. Usually Police, traffic and toll authorities use this sign at check posts.



Mizoram

- 5.23 As on 31st December 2015, seventeen improvement works of the value of ₹81.49 crore are in progress.
- 5.24 Under the CRF, 26 improvement works amounting to ₹90.23 crore are in progress/ completed.
- 5.25 Under EI & ISC, 8 works of the value of ₹77.35 crore are in progress.

Nagaland

- 5.26 As on 31st December, 2015, four improvement works at a cost of ₹103.06 crore are in progress.
- 5.27 Under CRF, 27 improvement works amounting to ₹368.13 crore have been taken up.

Sikkim

- 5.28 Thirty one works of the value of ₹58.89 crore have been taken up for the improvement of state roads under the CRF. In addition, 11 works costing Rs.180.80 crore are in progress under EI & ISC scheme.

Tripura

- 5.29 Twelve works amounting to ₹56.88 crore have been taken up under the CRF for the improvement of state roads. One work costing ₹21.22 crore is in progress under the scheme of Economic Importance (EI).



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह आगे की सड़क की फिसलन-भरी स्थितियों को दर्शाता है। इन स्थितियों का कारण जल रिसाव या तेल का फैलना आदि हो सकता है। यह चिन्ह दिखने पर चालक सदैव दुर्घटना से बचने के लिए अपने वाहन की गति कम करे।

This sign indicates the slippery condition of the road ahead. This condition could be due to seepage of water or oil spill etc. The driver should invariably slow down the vehicle at sight of this sign to avoid crash.



पैदलपथ सबवे
Pedestrian Subway

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



यह चिन्ह पैदलपथ अंडरपास/सबवे को दर्शाता है। इस स्थान पर सड़क पार करने के लिए पैदल यात्रियों को अनिवार्य रूप से इन अंडरपास/सबवे का प्रयोग करना चाहिए।

This sign indicates entry to a pedestrian underpass/subway. Pedestrians should invariably use these underpass/subway to cross the road.



CHAPTER-VI

Research and Development During 2015-2016

6.1 The role of Research and Development (R&D) in the roads sector is to update the specifications for road and bridge works, for effective quality control in projects, to introduce emerging construction materials in projects and to recommend new techniques for highway construction and maintenance. The research schemes being dealt by the Ministry are generally 'applied' in nature, which, once completed, are adopted by user agencies in their work in the field. The areas covered are roads, road transport, bridges, traffic and transportation engineering etc. The research work is undertaken through various research and academic institutions of repute. The dissemination of research findings is done through Indian Roads Congress (IRC) by the publication of Research Digest in Indian Highways and by incorporation of these findings in their guidelines, codes of practice, compilation of State-of-Art reports and instructions / circulars issued by this Ministry. Improvements in road safety, safety of vulnerable users and physically challenged persons are also being undertaken in the Ministry. Thus, the research work is assisting in the development of road network in the country. An outlay of ₹1000.00 lakhs has been provided for R&D in 2015-16.

6.2 R&D Schemes completed

- Testing of Pavement using seismic waves.
- Performance evaluation of Rigid Pavements on High Density traffic corridors using instrumentation supported by laboratory test.
- Investigation on field performance of Bituminous mixes with modified binders.
- Preparation of State of Art Reports resulting in Guidelines on facilities for pedestrians/ physically challenged persons/passengers & road safety with emphasis on non-motorised traffic

S&R Bridges:

- Ministry of Road Transport & Highways has signed a MOU (Memorandum of Understanding) with Railways wherein an effort has been made to remove all the bottlenecks which were present in the approval process of GAD as well as during construction. The MOU will smoothen the approval of GAD of ROBs, also it will help smoothen the decisions during the execution of ROBs.
- MORTH has decided to replace all level crossing on National Highways with ROB/ RUB in a time bound manner. For this purpose consultants have been appointed for preparation of Project Reports for ROB/RUB. The consultants have now submitted the Project Report along with the cost estimate for 100 RUBs/ROBs out of 208 ROBs which

यह सड़क चिन्ह दर्शाता है कि चौराहे की मुख्य सड़क पर एक साइकिल पथ है या साइकिल चालक इस पथ का निरंतर प्रयोग करते हैं। ड्राइवर को सावधानीपूर्वक चौराहा (इंटरसेक्शन) पार करना चाहिए ताकि साइकिल सवार सुरक्षित ढंग से मुख्य सड़क पार कर सकें।

This road sign indicates that there is a cycle path intersecting the major road or is frequented by cyclists. The driver should carefully cross this intersection so that cyclist could cross the major road safely.



are identified for taking up as standalone projects. During current Annual Plan (2015-16) it is expected that Ministry will sanction 60 ROBs distributed throughout the country. The Bids for the same will be invited through e-tendering by Ministry.

- Ministry has developed and inaugurated a web portal on 6th Jan 2015 for giving permission for movement of Hydraulic Trailers upto HT-3 category. This web portal will facilitate real time basis permission for movement of Hydraulic Trailers on NHs. This will facilitate smooth and timely movement of heavy equipments leading to economic growth of the country. The web portal is functioning. However, the further upgradation of web portal shall be carried out based on reports of the consultants developed for condition survey.
- State-wise Authority Engineer has been appointed who will be responsible for supervising civil works funded by Ministry as per EPC documents. It is to mention that as per EPC documents the Authority has to appoint Authority Engineer within 15 days after award of the civil work to be executed under EPC. These consultancies area providing services in each of the state successfully.
- Ministry has appointed Consultant for completing inventerization and condition survey for the bridges on National Highways. These Consultants are completing condition survey periodically as per IRC:SP:35 the data collected by these Consultants shall be utilizes by the Indian Bridge Management system established at IAHE, Noida, who will suggest Ministry regarding future planning and prioritization of bridge assets out of available funds for the purpose.
- Sanction of Major Bridge works of approximately `351.05 crores has been proposed in the current financial years. Out of which proposals amounting to ₹185 Crores have been processed.



INAUGURATION OF BRIDGE DESIGNING CELL IN IAHE

यह संकेत दर्शाता है कि सड़क पर आगे सुरंग है। यह संकेत कई बार सुरंग के नाम तथा उसकी लंबाई को भी दर्शाता है।

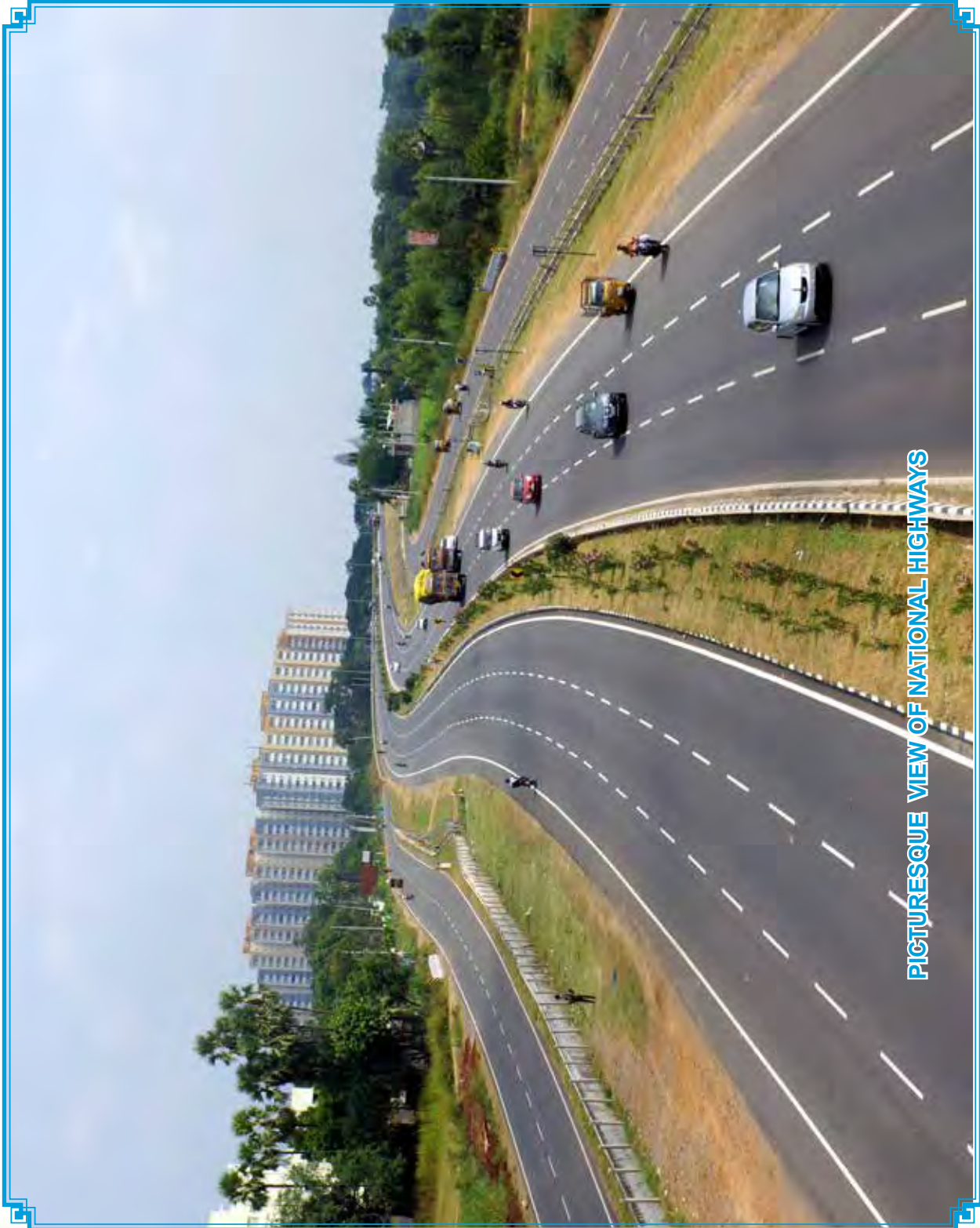
This sign indicates the tunnel on road. This sign sometimes may also indicate the name and length of tunnel.



यह चिन्ह सड़क के पास टेलीफोन की उपलब्धता को दर्शाता है।
This sign indicates the availability of Telephone near road.



यातायात संकेतक Traffic Signal



यह संकेत दर्शाता है कि यह सड़क तीन रंग वाली बत्ती सिगनल से प्रचालित है क्योंकि चालक कुछ सड़कों पर इस प्रकार की व्यवस्था का अनुमान नहीं लगा पाते।

This sign on road indicates that this road is regulated by three-colour light signals, as driver may not expect such section of some roads.



CHAPTER-VII

The National Highways & Infrastructure Development Corporation (NHIDCL)

7.1 Introduction

- 7.1.1 The National Highways & Infrastructure Development Corporation (NHIDCL) was set up on 18th July, 2014 as a Public Sector Undertaking under the Ministry of Road Transport & Highways, Government of India to fast pace the construction of National Highways and other infrastructure in the North Eastern Region and Strategic Areas of the country which share international boundaries. The effort was also aimed at economically consolidating these areas with overall economic benefits flowing to the local population while integrating them in a robust manner with the mainstream.
- 7.1.2 The Company started its effective functioning on 22nd September, 2014 with the first appointment taking place. The Company set the pace for implementing various works and projects on 1st January, 2015 with the first transfer of works taking place from the Ministry of Road Transport & Highways.
- 7.1.3 The Company has set a vision to become an instrument for creation and management of infrastructure of the highest standard in the country while contributing significantly towards nation building. It has the Mission to be a professional Company which works in a most efficient and transparent manner and designs, develops & delivers infrastructure projects in a time bound manner for maximizing benefits to all stakeholders.
- 7.1.4 To become a Fortune 500 Company one day, NHIDCL has identified seven key strategies to follow. First, it is using e-Tools like e-Office, e-Tendering, e-Monitoring and e-Access for efficiency and transparency. Second, the Company is revisiting various procedures and processes followed to enhance ease in doing infrastructure business. Third, NHIDCL is engaging itself in continuous capacity building of staff and stakeholders including local contractors to keep pace with the latest developments. The capacity development of local Contractors and Engineers in North Eastern Region and Strategic Areas will help them become active partners in construction of Highways and other infrastructure and thereby leading to inclusive development of these areas. The endeavour of the Company, as fourth strategy, is to facilitate use of new but appropriate technology in materials, design and works for enhancement in quality, durability, execution speed, safety standards, cost reduction and to address environmental concerns. As fifth strategy, NHIDCL is creating a platform to create scientific and innovative temper by involving Experts and Leading Research Institutions for exchange of ideas and becoming a leader in the industry. The commitment of NHIDCL remains to provide speedy Dispute Resolution Mechanism to avoid unnecessary litigations as sixth strategy. And lastly, it holds regular consultations with stakeholders in order to create one vision one mission as seventh strategic move.

यह चिन्ह दर्शाता है कि वहां सड़क पर पशुओं के भटकते हुए घूमने की बहुत संभावनाएं हैं। सड़क पर पशुओं के घूमने से बड़ी दुर्घनाएं हो सकती हैं क्योंकि यातायात में जानवर के भड़कने का खतरा रहता है। इसलिए, जहां कहीं यह चिन्ह देखें, सावधानी से गाड़ी चलाएं।

This sign indicate that there is great possibility of cattle straying on the road. Cattle on road can cause major crashes as animal reacts unpredictably in traffic. So drive carefully wherever you see this sign.



नौका
Ferry



- 7.1.5 The Company is inculcating the value of 'sharing' to economise on the costs. All technical resources and equipments have been placed in a common pool by the Company.
- 7.1.6 Within a short period, NHIDCL has set up its Corporate Office and ten Branch Offices in Assam, Arunachal Pradesh, Jammu and Kashmir, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim, Tripura and Uttarakhand.
- 7.1.7 In a short span of time, NHIDCL has been able to fast pace the activities for the construction of Highways and development of other Infrastructure in the North-Eastern Region and Strategic Border areas of the country. As of today, the Company has been entrusted with 110 National Highways and other Infrastructure Development projects covering an approx length of 7,400 km. to be executed at a cost of approximately ₹80,000 crore.
- 7.1.8 During the first financial year of its inception, 2014-15, NHIDCL entered into agreements for implementing 18 projects covering 600 kms. at an approximate cost of ₹6044 crore in the states of Assam, Arunachal Pradesh, Meghalaya and Tripura.
- 7.1.9 This financial year, till 30th November, the Company has already awarded four projects covering a length of 101 kms. to be completed at a cost of 910 crore. As on date, additional four projects in Assam, one project in Arunachal Pradesh and three projects in Nagaland covering a length of 167 kms. are under award at an estimated civil cost of ₹12600 crore.
- 7.1.10 In Assam, the Company has already awarded 10 projects covering a length of approx. 280 km. to be built at an estimated cost of ₹5,800 crore. The Company has actually commenced work on Kaliabhoomra Bridge on NH 37A and six other projects on NH 37, 52A and 53.
- 7.1.11 In Arunachal Pradesh, the Company has already awarded nine projects covering a length of approx 236 km. to be built at an estimated cost of ₹2178 crore and on seven projects work has started on ground.
- 7.1.12 In Jammu & Kashmir, NHIDCL has finalised consultancies for preparation of DPRs for upgradation of Jammu-Akhnoor and Chennani-Khanabal roads to four lane and double lane roads respectively.
- 7.1.13 In Manipur, NHIDCL has finalised the DPRs for up gradation of existing Imphal - Moreh section of NH 39 and also for development of alternate Imphal - Moreh Highway to be constructed with assistance from ADB. Besides this, NHIDCL has finalised DPR for construction of two bridges over Rivers Barak and Makru at an estimated cost of ₹111 crore.
- 7.1.14 In Meghalaya, Company is implementing one project covering a length of 62 km to be constructed at a cost of ₹293 crore. In addition, four other projects covering a length of 255 km will be implemented on getting land from State government at an approx. cost of ₹1,600 crore. Besides, NHIDCL has finalised the DPR for constructing Tura - Dalu section of NH 51

कुछ स्थानों पर पुल की व्यवस्था किए बिना सड़कें नदी के साथ जोड़ी जाती हैं। चूँकि नदी सड़क को विभाजित करती है इसलिए नौका सेवा के जरिए इन सड़कों को जोड़ा जाता है। यह चिन्ह दर्शाता है कि वहाँ नदी पार करने के लिए नौका सेवा उपलब्ध है।

Some times roads are intersected by the river without the provision of bridge. These roads are connected through ferry service. This sign indicates that there is a ferry service available to cross the river.



- including Tura by-pass covering a length of 48 km. at an estimated cost of ₹288 crore with assistance from JICA.
- 7.1.15 In Mizoram, the Company has finalised the DPRs for up gradation of Aizwal to Tuipang section of NH 54 covering a length of 380 kms to be built at an estimated cost of ₹4,000 crore with assistance from JICA.
 - 7.1.16 In Nagaland, NHIDCL is in process of awarding work of four laning of Dimapur-Kohima Section of NH 39 at an approximate cost of ₹1200 crore. It has also appointed Consultants for preparing DPR for the improvement of NH 39 between Imphal and Kohima covering a length of 126 km at an approx. cost of ₹1,250 crore to be done with JICA assistance.
 - 7.1.17 In Sikkim, NHIDCL has speeded up preparation of DPR for the construction of alternative Highway to Menla from Bagrakot. The final DPR for this project will be ready by January, 2016. The Company will be inviting bids for awarding the work of two laning of Singtam-Gyalshing 40 km. stretch at an approximate cost of ₹440 crore shortly.
 - 7.1.18 In Tripura, NHIDCL has started work for two laning of Agartala-Udaipur-Sabroom sections of NH 44 covering 122 km. to be done at a cost of ₹1,071 crore.
 - 7.1.19 NHIDCL is also completing the pre-project activities pertaining to the development & up-gradation of a section of 124 Km from Dharasu to Gangotri part of NH-108.
 - 7.1.20 In Andamans, the Company is re-inviting bids for preparation of DPRs for constructing either a Bridge or an under the Sea Tunnel between Bamboo Flat to Chatham Island.
 - 7.1.21 The Company is also preparing DPR for a rail cum road bridge for linking Sagar Island with Kakdweep in West Bengal.
 - 7.1.22 In order to strengthen the link between Nepal – India, NHIDCL would be constructing a bridge on the Mechi River with the assistance of ADB. The Company has already finalized detailed project report for this project and the work would be put for bids next year.
 - 7.1.23 NHIDCL has invited bids for preparation of DPRs for new links in seven States under Bharatmala and scheme for linking Backward Areas/ Religious/ Tourist Places.
 - 7.1.24 NHIDCL has been able to fast pace the activities for the construction of Highways and development of other infrastructure in the North Eastern Region and strategic border areas of the country.

तीव्र जलवायु में भूस्खलन के दौरान पहाड़ी रास्तों पर पत्थर/चट्टानें गिरती रहती हैं। यह चिन्ह दर्शाता है कि आगे के रास्ते पर पत्थर/चट्टानें गिरने का खतरा है। दुर्घटना से बचने के लिए ड्राइवर को सावधानी से वाहन चलाना चाहिए।

In hilly roads the rocks fall on road during landslides in extreme climates. This sign shows that the road ahead is prone to such falling of rocks and driver should drive carefully to avoid crash.



खतरनाक गहराई
Dangerous Dip



- The following projects are presently under execution by the NHIDCL:-

S. No.	State	No of packages/ stretches	Length in Km	Cost (Rs. in crores)
1	Arunachal Pradesh	5	134	1268
2	Assam	10	282	5820
3	Tripura	2	122	1070
4	Meghalaya	1	62	292
	Total	18	600	8450

- The following projects have been awarded for execution:

S. No.	State	No of packages/ stretches	Length in Km	Cost (Rs. in crores)
1	Arunachal Pradesh	4	113.844	1061.04

- In addition to the above ongoing projects, the following projects are likely to be awarded during the period ending 31.03.2016

S.No.	State	No of packages/ stretches	Length in Km	Cost (Rs. in crores)
1	Assam	4	82.615	1000.11
2	Nagaland	3	43.825	1199.11
3	Uttarakhand	1	0.600	50.51
	Total	8	127.04	2,249.73

7.1.25 A Statement indicating the funds spent so far on Land Acquisition, Utility Shifting and Civil Works for the Projects entrusted to NHIDCL, till date and likely expenditure till 31st March, 2016 is at **Appendix- 7**. During the financial year 2016-17, the Company proposes to award 54 projects covering 4,900 km. with an estimated cost of more than ₹50,000 crore.

7.2 Important Events

7.2.1 Launch of NHIDCL's Logo Vision, Mission, Website, eBook, eAccess and release of First Tender

- On 28th January, 2015, Sh. Nitin Gadkari, Hon'ble Union Minister for Road Transport, Highways and Shipping, launched the LOGO, VISION & MISSION statements, E-Book, E-Access programs of National Highways and Infrastructure Development Corporation Ltd. (NHIDCL)
- On the occasion he also released the Company's first tender pertaining to two laning (with

यह चिन्ह आगाह करता है कि आगे के रास्ते पर गहराई है। यह चिन्ह ड्राइवर को सड़क का गहरा हिस्सा पार करने के लिए वाहन की गति धीमी रखने में सहायक होता है।

This sign cautions that there is a dip on road ahead. This sign helps driver to reduce the speed to cross the plunge on road.



paved shoulders) of Akajan-Likabali-Bame Road in Arunachal Pradesh at an estimated cost of ₹272 crore.

- The function was attended by Sh. Vijay Chhibber, Secretary, Ministry of Road Transport and Highways, and ex-officio Chairman, NHIDCL, Sh. Anand Kumar, Managing Director, NHIDCL and Sh. Sanjay Jaju, Director (A&F), NHIDCL.

7.3 Launch of INAM- PRO

On 10th March, 2015 Sh. Nitin Gadkari, Hon'ble Union Minister for Road Transport, Highways and Shipping, launched a new web portal called INAM- PRO constructed by NHIDCL as a market place for Cement and other Material. INAM- PRO is aimed at reducing the cost of construction by providing Cement and Materials at low cost. At INAM- PRO sellers and buyers can track on real time basis order placed and quantity lifted. Commenting on the application, the Hon'ble Minister said that the portal is an extra ordinary initiative which will not only bring down the cost of inputs for the infrastructure but is also a win win situation for all the people involved.

7.4 Conference held in Guwahati

An important event during this year was the Conference organised by the NHIDCL on "Key Challenges in Highways & Infrastructure Construction in the North-Eastern Region and Use of Innovative Technologies and Materials" at Guwahati, Assam on 30th June & 01st July 2015. The primary aim of the Conference was to build the capacity of local Contractors, Engineers and other Stake holders to enable them to participate in construction of Highways and Infrastructure in the Region and elsewhere.

7.5 The Conference deliberated on the following seven topics:-

- Challenges in Highways and Infrastructure Construction in NER.
- Latest trends in procurement for Civil Works & Consultancies in NH & related Infrastructure.
- Challenges in Highways & Infrastructure Construction & use of Innovative Technologies.
- Bridging and Tunnelling Challenges
- Nano Technologies and their Effective use in North Eastern Region.
- Slope Stabilization- Environmental Friendly Slope Protection Techniques
- Road Safety related issues.

7.5.1 The Conference was inaugurated by Shri Nitin Gadkari, Hon'ble Minister of Road Transport, Highways & Shipping on 30th June 2015 and presided over by Shri Mukul M. Sangma, Hon'ble Chief Minister of Meghalaya in the august presence of a number of senior Ministers of Central

कुछ स्थानों में सड़क पर एक उभार होता है, जो यातायात को धीमा करने के लिए जान-बूझकर बनाया जाता है। यह चिन्ह ड्राइवर को आगाह करता है कि वह इस उभार को पार करने के लिए वाहन की गति कम करे।

Sometimes there is a hump on road intentionally created for slowing the traffic. This sign cautions the driver that he should reduce the speed to cross the hump comfortably.



आगे अवरोध है
Barrier Ahead



and State Governments, representatives of World Bank, JICA, ADB, Contractors, Authority Engineers, Safety Engineers & other stake holders.

- 7.5.2 The 2 day Conference helped in imparting knowledge about various modes of contracting like EPC, BoT, Annuity, Hybrid Annuity Models. The Conference also discussed various process and procedure reforms that can be brought into the system to remove the impediments to increase the pace of Infrastructure development and most importantly to enhance the ease of doing business. Coinciding with this Conference an Exhibition was also held to show case various innovative and appropriate technologies that can be used to enhance pace of Highways and Infrastructure Construction.

7.6 Inception Day

- 7.6.1 NHIDCL celebrated its first Inception Day on 20th July 2015 in a ceremony at Hotel Ashoka, New Delhi. The function was preceded by the inauguration of the Corporate Office of NHIDCL at 3rd floor, PTI Building, 4-Parliament Street, New Delhi by Shri Nitin Gadkari, Hon'ble Union Minister of Road Transport, Highways & Shipping. The function was presided over by Hon'ble MOS, Pon. Radhakrishnan.
- 7.6.2 NHIDCL, during this year assisted the Ministry of Road Transport and Highways to prepare and establish two e-portals; INAM PRO - a market place for selling and buying cement and other raw materials and E-PACE - for monitoring progress of various projects being implemented by the Ministry of Road Transport and Highways, NHAI and NHIDCL. It has also developed a portal INFRACON for registration of consultancy firms/ key personnel engaged in Highways and other infrastructure sectors for bringing efficiency and transparency in award of consultancies for DPR preparation and Authority's Engineer.
- 7.6.3 The Company is conscious of the need for implementing high safety standards and is taking steps to ensure that all safety parameters are followed while finalizing the designs for roads, bridges and tunnels. The roads constructed by NHIDCL will have proper curves, gradients and no black spots.
- 7.6.4 NHIDCL is also taking steps for maintenance of ecology and environment in the work areas by bringing new technologies for slope protection, slow stabilization etc.
- 7.6.5 NHIDCL has set time limits for performing various tasks. In order to enhance confidence among the contractors, it releases all payments within 72 hours of receipt of certified bills.
- 7.6.6 NHIDCL is today working to establish itself as 'A Company with the Difference' carrying hall mark of efficiency, transparency and quality.

कई बार सड़क पथ—कर वसूली केंद्र/जांच चौकी से होकर गुजरती है। ऐसे स्थानों पर अवरोध देखे जा सकते हैं। यह चिन्ह दर्शाता है कि आगे की सड़क पर अवरोध है और वहाँ वाहनों को रुकना पड़ेगा।

Many a times the road passes through toll collection point/check posts etc. One can find barriers on such places. This sign indicates that there is a barrier ahead on the road and vehicle has to stop there.



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह दर्शाता है कि सड़क के 'डिवाइडर' (विभाजक) में एक 'गैप' है और वहां यू-टर्न (वापस मुड़ने) की व्यवस्था की गई है। दुर्घटना से बचने के लिए ड्राइवर को चाहिए कि वह वाहन की गति धीमी करे और संबंधित लेन पर उसे ले जाए।

This sign indicates that there is a gap in the divider of a road and there is a provision of U-turn. The driver should slow and take relevant lane to avoid any crash.



चौराहा
Cross Road



यह चिन्ह दर्शाता है कि आगे के रास्ते पर क्रॉसिंग है। यह चिन्ह सलाह देता है कि वाहन की गति धीमी करें और दोनों तरफ देखते हुए सावधानी से चौराहा पार करें।

This sign indicates that there is a crossing of roads ahead. This sign indicates that the vehicle should be slowed and intersection should be crossed cautiously by looking on both sides.



CHAPTER VIII

Administration and Finance

(A) Administration

- 8.1 Administration Wing of the Ministry of Road Transport and Highways consists of Establishment Section, General Administration Section, O&M Section and Cash Sections. The Administrative Wing is entrusted with the service and administrative matters of 968 employees (Group A, B & C) of this Ministry, Housekeeping jobs and the drawing and disbursing of salaries and other expenditure. Efforts are made to manage the various Cadres as per the instructions and guidelines issued by Department of Personnel & Training, Union Public Service Commission, Ministry of Finance and Department of Administrative Reforms and Public Grievances, etc.
- 8.2 Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ST/OBCs to fill up vacant posts of this Ministry. Information with regard to the total number of Government Servants, separately for Technical and Non-Technical side (Group wise) and representation of SC/ST employees in the Ministry is given in **Appendix-8**
- 8.3 Pension Papers of the retirees are submitted to the Pay & Accounts Officer well in time and the retirement benefits paid on the last working day of the retiring officers/officials.
- 8.4 A Welfare Cell also exists in the Ministry of Road Transport and Highways which looks after all the welfare measures of the officers/officials in the Ministry. In the Ministry of Road Transport and Highways various welfare measures in respect of welfare of women employees of the Ministry were undertaken.
- 8.5 Important Days of national Importance viz. Anti-Terrorism Day, Communal Harmony Day, Sadbhavana Diwas, Vigilance Awareness Week, Red Cross Day, Red Cross Raffle Draw, Swach Bharat Abhiyan, Good Governance Day etc. were observed and “Pledge” taken by the employees of the Ministry of Road Transport and Highways. Contributions were also raised and collected towards “Flag Day”. The essays competitions both in Hindi and English were conducted during Harmony Communal Week /Vigilance Awareness Week. The participants are rewarded for their participating in these events.

Setting up of Information & Facilitation Counter

- 8.6 An Information and Facilitation Counter (IFC) is functioning in the Ministry for effective and responsible administration as well as to provide information to the citizen regarding services and programmes, schemes etc. implemented by the Department. Material on a variety of subjects that would be useful to the general public has been kept at the counter. In addition

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां बायीं ओर साइड सड़क है। साइड सड़क का प्रयोक्ता यातायात का मार्ग देगा। यह संकेत रास्ता दीजिए संकेत के साथ साइड सड़क पर लगाया जाता है।

This sign belongs to the family of Give Way signs. This particular sign indicates that there is side road on left. This sign is used in conjunction with a give way sign on the side road.



दाहिनी ओर पार्श्व सड़क
Side Road Right



to furnishing information the IFC also receives public grievance/petitions, which are then passed on to the concerned authorities for consideration and disposal. Citizens'/clients' charter detailing the activities/services of the Ministry is available in the Ministry's website.

Formation of Citizen's Charter

- 8.7 Citizens' Charter for disseminating information about the activities of the Ministry may be seen on the Ministry's Website.

Departmental Record Room

- 8.8 Due attention is being paid by the Ministry to records management. A total of 3712 files were recorded and 745 files were reviewed/ weeded out as per provision of record retention schedule till 31st December, 2015.

The grievance redressal & CPGRAMS

- 8.9 The Public Grievance Redressal Machinery in the Ministry is headed by the Joint Secretary (Administration). He is designated as Director of Public Grievances. Public grievances received are referred to the concerned administrative units for early redressal. The Public Grievances Redressal and Monitoring System (PGRAMS), a web based grievance redressal mechanism is also operational in the Ministry. A total number of 13997 cases of public grievances were received till 31st December 2015, all of which have already been forwarded to the concerned offices/agencies for prompt disposal. It includes NHAI, NHIDCL, IAHE, RT Wing and Regional Offices. Out of the total 15694 (including brought forward cases) grievances, 11225 have been disposed of till 31st December, 2015.

A staff Grievance Redressal Machinery is also functioning in the Ministry. Director/Deputy Secretary in-charge of concerned Administration Section(s) has been designated as the Staff Grievance Officer for hearing the grievances and also for receiving the grievance petitions. In addition, Joint Secretary (EIC) is also available for hearing of grievances.

e-office

- 8.10 E-Office is functional in the Ministry. File tracking, e-diarising, knowledge management, e-leave features of the system are being fully utilised. The process of submission of receipts and files electronically through e-office is being implemented for which Digital Signatures are being procured.

A substantial number of files pertaining to a number of project zones of Road Wing, O&M, RTI and P&M Sections have been scanned and digitised for easy retrieval of the papers.

An e-Book titled ' Progressive Year Book, May, 2015-Embarking Towards the Horizon of Success and Prosperity' dealing the achievements of Ministry in the previous one year , was released by the Hon'ble Minister (RTH&S).

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां दायीं ओर साइड सड़क है। साइड सड़क का प्रयोक्ता यातायात को मार्ग देगा। यह संकेत रास्ता दीजिए संकेत के साथ साइड सड़क पर लगाया जाता है।

This sign belongs to the family of Give Way signs. This particular sign indicates that there is side road on right. This sign is used in conjunction with a give way sign on the side road.



Grievance & Citizen's Charter Cell

- 8.11 Grievance & Citizen's Charter Cell has been functioning as part of O&M Section for the speedy and prompt disposal of grievance cases. Grievance Cell in the Ministry is concerned with the dealing of all the grievances forwarded by Department of Administrative Reforms and Public Grievance, DPG, President Secretariat, PMO and other local authorities.

(B) Finance

8.12 Accounts and Budget

- 8.12.1 Ministry of Road Transport & Highways is headed by Secretary to the Government of India and he is functions as the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary and Financial Advisor (AS & FA) and Pr. Chief Controller of Accounts. The Accounts & Budget Wings of the Ministry of Road Transport & Highways function under the Pr. Chief Controller of Accounts. The office of the Pr. Chief Controller of Accounts is inter-alia responsible for making all authorized payments of the Ministry, compilation of Monthly and Annual Accounts, conducting internal audit of all the units under the ministry to ensure compliance of the prescribed rules etc. Pr. CCA office has been entrusted the task of preparation of Budget, Statement of Central Transactions, Finance Accounts and Appropriation Accounts rendering Technical advice to the Ministry on financial & accounting matters, cash management and coordination with the Controller General of Accounts, Comptroller & Auditor General of India, Finance Ministry and other related agencies.
- 8.12.2 The Pr. Chief Controller of Accounts organization comprises Pr. Chief Controller of Accounts, one Controller of Accounts and two Deputy Controller of Accounts/Assistant Controller of Accounts. The Budget Section consists of one Under Secretary (Budget). There is one Principal Accounts Officer for the Ministry, one Sr. Accounts Officer for Administration and Establishment and one Sr. Accounts Officer for Internal Audit Wing headed by DCA/ACA. There are 11 PAO'S/RPAO's under the administrative control of CCA located at New Delhi, Mumbai, Kolkata, Bangalore, Chandigarh, Jaipur, Lucknow, Guwahati. Recently two new RPAO's are also created for implementation of Director Payment Procedure at Bhopal and Hyderabad.
- 8.12.3 The detailed responsibilities assigned to the office of the Pr. Chief Controller of Accounts Ministry of Road Transport & Highways and its offices throughout the country are as under:-

Payments

- Making payments on behalf of the Ministries after conducting pre-check of the presented bills as per approved budget.

यह सड़क चिन्ह आगे की सड़क की वास्तविक बनावट की जानकारी देता है। यह सड़क दो हिस्सों में विभाजित होकर अंग्रेजी के 'वाई' (y) अक्षर के आकार का है। इससे ड्राइवर को तिराहे पर गाड़ी मोड़ने में मदद मिलती है।

These road signs cautions about the actual formation of road ahead. The road is divided into two in the shape of y This helps driver in managing the intersection carefully.



टी - तिराहा
T - Intersection



- Making payments to the subordinate attached offices, Autonomous Bodies, Societies Associations, Public Sector Undertaking and State Governments.
- Release of authorization to other Ministry to incur expenditure on behalf of the Ministry.

Receipts

- Accepting, budgeting and accounting the receipts of the Ministry.
- Monitoring the repayment of loans and interest thereon received from State Governments and Public Sector Undertakings.
- Receipt & Payment under New Pension Scheme.

Submission of Accounts & Reports

- Preparation of Monthly Accounts of the Ministry of Road Transport & Highways, Statement of Central Transaction, Statements of Finance Accounts, Head wise and stage wise Appropriation Accounts and their submission to the Controller General of Accounts, Ministry of Finance, Department of Expenditure and the Director General of Audit, Central Revenues.
- Preparation of annual budget including the performance budget and coordination with the ministry of finance in the budget process during the financial year.
- Monitoring of internal extra budgetary resources (IEBR) and its submission to the office of CGA.
- Monitoring and submission of mandatory information as per Fiscal responsibility and Budget Management (FRBM) act and rules.
- Preparation of management information reports based on accounting, budget & audit data for submission to various authorities.
- Preparation of financial statistics on monthly basis regarding receipts and expenditure for uploading on ministry's website.
- Preparation of monthly expenditure/Weekly expenditure based on Budget and submission to various authorities viz AS & FA Secretary etc for monitoring the expenditure.
- Preparation of material for annual reports for submission to Ministry, Accounts at a Glance and flash figure of expenditure and to submit to CGA and preparation of provisional accounts and to submit to the Ministry.
- Preparation of monthly DO on the basis of MIS received from the PAO/RPAO's and submission to CGA.

यह चिन्ह दर्शाता है कि आगे की सड़क पर अंग्रेजी के 'टी' अक्षर की तर्ज पर तिराहा (इंटरसेक्शन) है और वहां सीधा रास्ता नहीं जाता है। यातायात को बायीं या दायीं ओर मोड़ना होगा। इससे ड्राइवर को अपने रास्ते की योजना बनाने में मदद मिलती है।

This sign cautions about that there is T-intersection on the road ahead and there is no forward movement. Traffic has to either turn left or right. This helps driver in planning his movement on road.



8.13 Budget

- Preparation and submission of Annual Budget Estimates and Revised Estimates re-appropriation of funds of the Ministry of Road Transport & Highways and Coordination with the Ministry of Finance and other Departments in all budget matters.
- Vetting of Demands for Grants yearly after incorporating actual expenditure.
- Monitoring/Disposal of all Audit paras and Observations made by the C&AG of India (Civil and Commercial) and coordination with Monitoring Cell of the Department of Expenditure, M/o Finance for the 'Action Taken Note' / Explanatory Notes on saving and review and ATN notes on selected Grants of Public Accounts Committee (PAC) reports also.
- Preparation of Annual Estimates of Review Receipts, Interest Receipt & Public Accounts.

8.14 Internal Audit

- Internal audit/ Inspection of accounts of all Wings of the Ministry and test check of the Accounting of the Public Works Divisions (NH) of State Government Involved in construction and maintenance of National Highways Roads & Units of the Ministry.
- Monitoring and disposal of all audit paras and observations coming under the preview of Public Accounts Committee and other Parliamentary Committees.
- Internal Work Study in all the wings of the Ministry and coordination with the 'Staff Inspection Unit' of the Ministry of Finance.
- Preparation of Annual Review of the performance of Internal Audit.

The internal Audit wing in the Pr. CCA organization of Ministry of Road Transport & Highways has been established as an effective tool for identifying the systematic errors/ lapses in the functioning of various departments in the Ministry and advising the management for necessary action/rectification. This has proved to be an immense management tool to bring about objectivity and financial propriety in day to day functioning and by bringing greater sensitivity for financial prudence.

The officers of the Internal Audit wing as well as offices posted in other section have been imparted various trainings related to Internal Audit in the past. This year three AAO's have been imparted training in Risk Bases Audit.

Consequent upon the effective utilization of Internal Audit mechanism during the past few years by the Pr. CCA's organization, there has been a significant improvement in maintenance of Accounts/regards almost in all office of the Ministry of Road Transport & Highways. Audit paras which involves major irregularities/deficiencies are brought to the notice of head of Departments and matter persuade for settlement of paras and review meeting are also arranged by Pr.CCA office to take stock of the outstanding paras. During the year 55 units of pertaining to NH Divisions have been audited.

यह चिन्ह दर्शाता है कि सीधी सड़क पर बायीं/दायीं और दायीं/बायीं ओर मुड़ने के लिए मोड़ उपलब्ध हैं, जिनके बीच छोटी दूरी है। यह एक चौराहा (इंटरसेक्शन) है जहां सड़क एक दूसरे को नहीं काटती है।

These signs indicate that there is a left/right and right/left turn available on the straight road with small distance between them. It is an intersection which does not allow crossing of road.



रेलवे स्टेशन
Railway Station



Computerization of Accounts

- 8.15.1 In discharge of these functions, several new initiatives have been taken which have contributed immensely to the overall effectiveness and efficiency of the functioning of various Departments of the Ministry as a whole. With a view to eliminate the delay in compilation of Accounts and to provide the information on expenditure accounts at present are being used various software packages like COMPACT, CONTACT, E-Lekha etc.
- 8.15.2 Computerised Accounting (COMPACT): is a comprehensive software package for Expenditure Accounts covering major accounting functions i.e. pre-check, GPF, Budget, Pension, Compliance and New Pension Scheme and was successfully implemented in all PAO's/RPAO's. This brought about not only very efficient payment system and timeliness into preparation of accounts but also resulted in a greater transparency in the whole process.
- 8.15.3 Contact: Used in Principal Accounts office for compilation of Monthly Accounts. Every month a detailed review of the Receipts and Expenditure for different Grant is prepared and submitted to CGA office and expenditure statements to the US (Budget), AS&FA and Secretary of the Ministry. This includes Major Head wise, Object Head wise and Scheme wise pattern of expenditure. Head wise estimates and Receipts of various non- tax revenue items, comparison with the previous year's figure and position of the outstanding UC's etc.
- 8.15.4 E-Lekha: A web based application for generating daily/monthly MIS/Expenditure of Accounting information. All the PAO'S/RPAO's have been fully integrated with the based accounting portal E-Lekha. They required to upload their daily transactions in this portal so that the date of expenditure and receipts are available on daily basis. This has enabled availability of real time data on expenditure & receipt which is crucial for effective monitoring of expenditure/ receipts & budgetary controls. The reports generated from the management information system of this portal are important managerial tools are being by various Departments of the ministry. Implementation of E-Payment in the Ministry of Road Transport & Highways.

(C) National Permit Fee Scheme

In the year 2010-11, the Ministry of Road Transport & Highways adopted a new National Permit Scheme for transport of goods vehicles in the country and had taken up the responsibility of coordinating for the collection of the National Permit Fee from almost 1200 RTO, State Transport Authorities across the country and distribute the same to all the State Government/UTs as per agreed formula every month.

As per the National Permit Fee Scheme launched in May, 2010 the transporter are required to pay ₹15000/- per annum per vehicle towards the consolidated fee. This fee is being collected by the Ministry of Road Transport & Highways, Govt. of India and distributed to the States/UTs as per the formula prescribed in the Central Motor Vehicles (Amendment) Rules, 2010. No amount would accrue to the Central Government in the Scheme.

यह चिन्ह रेलवे स्टेशन के स्थान को दर्शाता है।

This sign indicates location of Railway Station.



Consequent upon the instruction issued by the Ministry in this regard, the Online System of collection of Consolidated Fee for National Permit through the State Bank of India branches (Accredited Banker for collection of Consolidated Fee for National Permit) on nation-wide network, its reporting to the concerned authorities and accounting by the PAO (Sectt.) MoRTH, New Delhi has been going on smoothly. Statement Showing the State wise Disbursement of National Permit fee at **Appendix-9**

(D) Revision of Pension/ Family Pension

- 18.5.6 Department of Pension & Pensioners' Welfare in consultation with Central Pension Accounting Office (CPAO) have taken the initiative to revise the pension online on the basis of recommendation of the 6th Pay Commission for all those civil employees of Government of India who retired before 2006. Subsequent to this, under the guidance of CPAO and the monitoring of the O/o Controller General of Accounts, all the civil Ministries are revising the pension of the pensioners online on the web portal designed by CPAO in consultation with NIC.

The Pr. CCA office is the nodal office in the Ministry for this revision and all the Pay & Accounts Office located at various part of the country are revising the Pension of these pensioners. Out of 1073 matters requiring revision of pension of pre 1990 and pre 2006 pensioner, maximum cases have since been settled, and revised authority issued.

Central Plan Funds Monitoring System

- 8.16.1 In 2008-09 Hon^{ble} Finance Minister announced the establishment of Central Plan Schemes Monitoring System (CPSMS) to provide comprehensive Decision Support and Management Information to various Scheme managers responsible for administering Plan Schemes. Since then the scope of CPSMS has been enlarged to cover direct payment to beneficiaries both under selected Plan and non-Plan Schemes. Today several Scheme managers are using CPSMS to directly credit the bank accounts of implementing agencies and beneficiaries. CPSMS is also being used in several Schemes covered under the recent initiative of Direct Benefit Transfer. The CPSMS is a Central Sector Plan Scheme of the Planning Commission which is being implemented by the Office of Controller General of Accounts in partnership with National Informatics Centre. The scheme has established a common transaction-based on-line fund management and payment system and MIS for the Plan Schemes of Government of India. The platform has now been extended to State Governments for effecting payments of plan funds received directly at the State Treasuries

8.16.2 Objectives of CPFMS

- Establishment of an efficient fund management system
- Establishment of an effective expenditure information network



- Reforms in the area of Public Financial Management
- Public disclosure

Implementation Strategy

8.16.3 The scheme is being implemented through a web based application developed and deployed by the O/o Controller General of Accounts which leverages its well established accounting and financial reporting application viz. COMPACT & e-Lekha and the interfaces developed with the banking system. All Ministries / Departments are required to register the details of agencies / individual beneficiaries receiving grants from Government of India on the CPSMS application along with their bank account details. Sanction-IDs are generated on the portal and sanction orders are generated, DDO incorporates the bill number and the paying agency enters the payment detail against the Sanction IDs. The payment details are captured by the system on a real time basis. The Sanction ID module is fully functional in all Ministries of the central government thereby creating a comprehensive database of all implementing agencies and individual beneficiaries receiving funds under various Schemes of the Government of India. CPSMS supports fund management and e-payment through a secure integration with Core Banking Solutions (CBS) of 90 banks (26 Public Sector Banks, 59 Regional Rural Banks and 5 major Private Sector Banks). CPSMS for the first time in the area of public financial management is geared to generate a transaction-based, robust, reliable and transparent Financial Management Information System (FMIS). Unlike other MIS applications where financial MIS relies on post-facto data feeding, the fund utilization data in CPSMS has one to one correlation with the banking transactions effected by the implementing agencies. Thus, the FMIS available from the system has bank reconciled data on financial transactions on a real time basis.

Achievements

8.16.4 All the first level recipient agencies of Central Government plan funds are registered in the system along with their bank account details. Consequently reports on geographical distribution of Scheme-wise, Agency-wise, Sector-wise funds are available on a real time basis. Over 9,70,000 implementing agencies have already been registered on PFMS portal. These agencies are using the PFMS application for transactions covering both transfer of funds and e-payment to beneficiaries who have account in bank branches or Post offices. PFMS has been fully implemented at the Central Government level and Plan Scheme releases from Civil Ministries/Departments of the Central Government are mandatorily routed through PFMS with a unique Sanction ID. Principal users of PFMS include Planning Commission, Ministry of Finance, all Central Ministries, State Governments, Program Managers, banks & NGOs which receive funds from the Central Government. E-Payment through PFMS.

8.17 Action Taken Notes in respect of PAC Paras/Reports and Audit Reports/Paras of C&AG

"सड़क बंद है" संकेत दर्शाता है कि वहां आगे रास्ता नहीं है। यह संकेत चालक को सूचना प्रदान करता है कि सड़क पर आगे मार्ग नहीं है।

"NO THROUGH ROAD" sign indicates that there is no throughway. This sign informs drivers that there is no way ahead on the road.



In terms of the guidelines issued by the Ministry of Finance, Department of Expenditure, the Standing Audit Committee (SAC) chaired by Secretary (RT&H) reviews and monitors the progress of furnishing of Action Taken Notes in respect of the Reports/Paras of the Public Accounts Committee (PAC) and Audit Reports/Paras (Civil) as per the printed reports of the Comptroller & Auditor General of India which are within the purview of PAC. SAC also reviews and monitors Audit Paras as per printed reports of C&AG falling in the Commercial category which are within the purview of Committee on Public Undertaking. As per further instructions issued by Ministry of Finance, that SAC meetings can also be chaired at JS/AS level, there is also a mechanism of Adhoc Committee to review the progress of furnishing replies to Inspection Paras of Audit.

During the period from 1.4.2015 to 31.12.2015 final ATN was sent to Lok Sabha Secretariat on the paras pertaining to the Ministry in respect of Ninth Report (16th Lok Sabha) of PAC (presented to Parliament on the Action Taken by the Government on the 64th Report of the PAC (15th Lok Sabha) – Excesses over Voted Grants and Charged Appropriations (2010-11). Final ATNs on the following Audit Paras (Commercial) were also sent to Lok Sabha Sectt. (COPU Branch):

- Para 18.1.1 Report No.CA-11-2008 – Loss due to payment for additional items of work at higher rates.
- Para No. 3.3.1 (Tada-Nellore) Report No.PA 16 of 2008 – Performance Audit on PPP projects undertaken by NHAI (NHDP – Phase I).
- Para 17.1.1 of Report No.9 of 2009-10 – Loss of Revenue due to setting up of Toll Plaza at inappropriate location.
- Para 15.1 of Report No.3 of 2011 – Loss of Revenue of ₹42.56 crores due to non-implementation of rates of user fees.
- Para 13.2 – Report No. CA 8 of 2012-13 –Non-recovery of penalty from concessionaire.

In addition to the above, meetings of the Ad hoc Committee chaired by Additional Secretary & Financial Adviser were also held from time to time to expedite replies on the part of the Ministry in respect of Inspection Reports/Paras and Draft Audit Paras of Audit on various matters and for the settlement of Inspection Paras/DAPs with Audit.

8.18 Grant No. 83 – Ministry of Road Transport and Highways.

The actual expenditure for the year 2015-16 (upto 31st December, 2015) has been reflected in **Appendix-10**. The Head-wise Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years have been reflected in **Appendix-11** and the Details receipts of expenditure for the three years have been reflected in **Appendix-12**. Highlights of accounts are at **Appendix-13**.

यह संकेत दर्शाता है कि यह सड़क घाट या नदी के किनारे की ओर जा रही है। चालक को सावधान हो जाना चाहिए और सावधानीपूर्वक वाहन चलाना चाहिए।

This sign indicates that this road leads on to quay or river bank. Drivers should take care and drive cautiously.



चौड़ाई सीमा
Width Limit



(D) Vigilance

- 8.19 The Vigilance Unit of the Ministry is responsible for coordinating and supervising the vigilance activities pertaining to the Ministry. The Unit is headed by the Chief Vigilance Officer. Joint Secretary (EIC) is also CVO of this Ministry appointed with the approval of the Central Vigilance Commission (CVC). Ministry of Road Transport & Highways also has an autonomous body viz. National Highways Authority of India (NHAI) which has a separate full time Chief Vigilance Officer.

During the year, besides dealing with the complaints received (in consultation with the Central Vigilance Commission where required), special emphasis was laid on preventive vigilance. Special emphasis was given to enforce proper implementation of the instructions and procedures laid down for processing requests for issue of NOC for retail outlets of auto fuels and access to private properties on “first come first serve basis” and the 30 days time limit for processing NOC cases and settling of bills and payment under Direct Payment Procedure “on first come first serve basis.” Online tracking of the applications for access permission to retail outlets, private properties etc on National Highways has been initiated, Project Zones are regularly reminded to ensure effective implementation of such instructions in a proactive manner.

A Vigilance Awareness Week was observed in the Ministry during 26th October - 31st October, 2015. The Pledge was administered by the Secretary (Shipping) jointly to the staff of the Ministry of Road Transport & Highways and Ministry of Shipping. During the Vigilance Awareness Week, an essay competition on the subject “Role of Information Technology and social media to fight corruption” (in English) and “Effectiveness of public movement in eradicating corruption” (in Hindi) was also organized.

(E) Right to Information Act-Implementation

- 8.20 The main objectives of the RTI Act are to promote transparency and accountability in the working of every public authority and to set up a practical regime for giving citizens access to information that is under the control of public authorities. Central Information Commission (CIC) and State Information Commission (SIC) have been set up to promote transparency and accountability in the working of public authority. As per the RTI Act, Nodal Officer, RTI Section, PIOs, Appellate Authorities are fully functional in this Ministry. Section 4(1) (b) of RTI Act, 2005 envisages disclosure of suo moto information to the public through various means of communication. The website of this Ministry under various headings gives a host of information on various matters concerning this Ministry. A counter has been opened in the ground floor of Transport Bhawan for receiving RTI applications along with prescribed fee as per RTI Act, 2005.

यह चिन्ह उस वाहन की चौड़ाई दर्शाता है, जिसे चिन्ह के स्थान के पार जाने के क्षेत्र में प्रवेश के लिए अनुमति दी जाती है। इस क्षेत्र में 2 मीटर से ज्यादा चौड़ाई वाले वाहन के प्रवेश पर रोक होती है। यह कोई पुल या संकरा रास्ता हो सकता है।

This sign indicates the width of the vehicle, which is allowed to enter the zone beyond it. The vehicle with width above 2 meters is restricted to enter this zone. This could be a bridge or a narrow lane.



A web portal enabling citizens to apply for information under the RTI Act online and also the Appeals before the First Appellate Authority has been introduced by Department of Personnel & Training and fully functional in this Ministry w.e.f. 03.06.2013. The online system also includes the facility of scanning and sending physical applications to different PIOs online for further processing and sending physical replies. Information to the applicant / public is being provided keeping in view and subject to the various provisions of the RTI Act, 2005 including the time limits and exemption clauses. The two organizations namely: National Highways Authority of India (NHAI) an autonomous body set up under an Act of Parliament and Indian Academy of Highway Engineers (IAHE) (formerly known as NITHE), a society under the administrative control of Ministry have also appointed their separate PIOs/ APIOs/ Appellate Authorities for providing information to public/ applicants as directed in RTI Act. This Ministry has been receiving RTI applications relating to various subjects viz. Motor Vehicles Act, Road Transport, National Highways, Flyovers, Bridges, Toll Plaza, collection of users' fee, installation of petrol pumps, tenders etc. All efforts are made by the concerned PIOs to send timely and accurate replies to the applicants. 5171 RTI applications have been received till 30 November, 2015 which include both physical as well as online applications any of which if intended for more than one PIO were forwarded under system generated separate registration numbers. Likewise, till 30 November 2015, a total number of 444 appeals has been received and forwarded to concerned FAAs. The system also has the facility of system generated reminders / alerts to concerned PIOs/ FAAs through their email. By using the facility available in the online system, monitoring of the disposal of RTI Applications/ Appeals was also done from time to time.



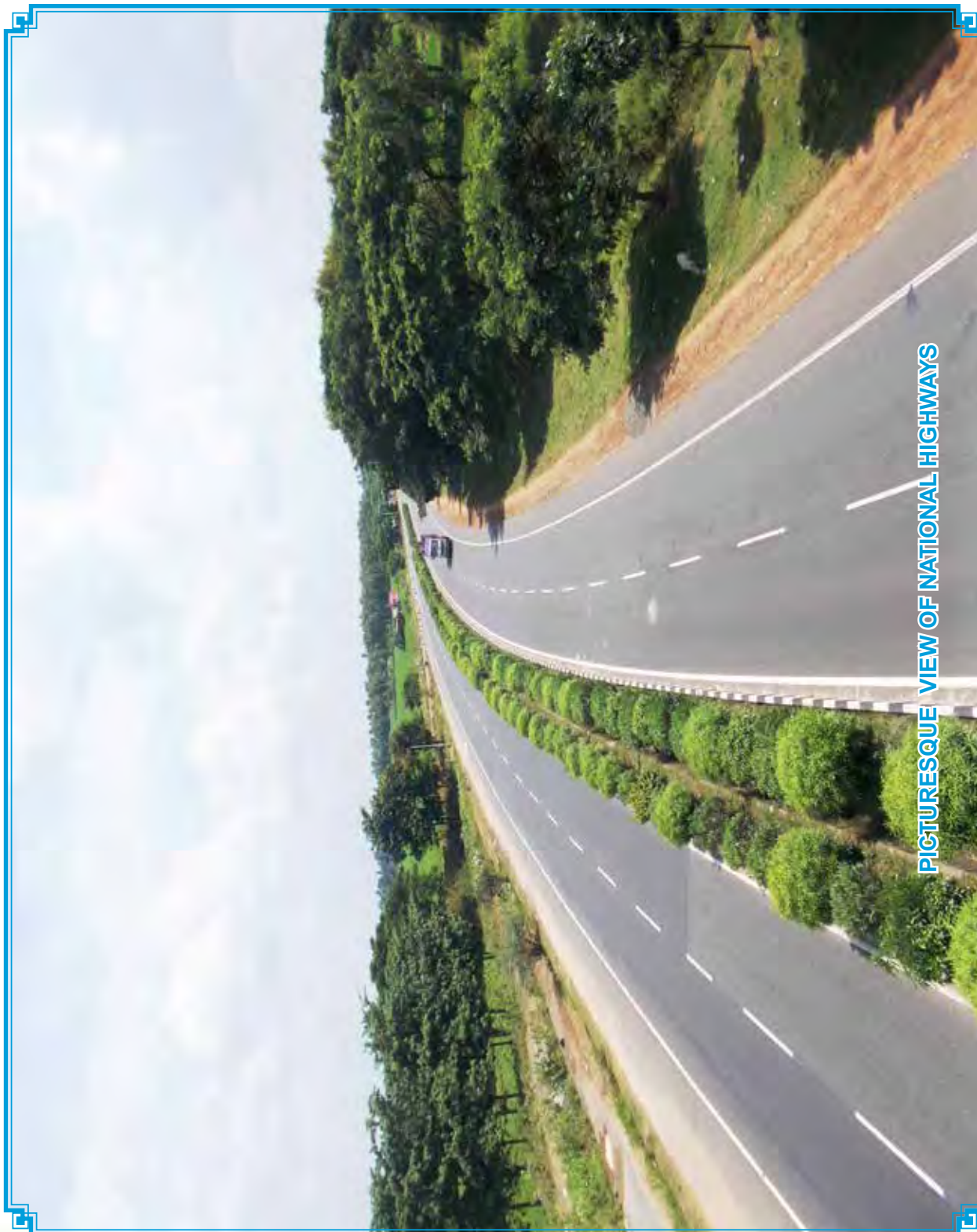
यह चिन्ह उस सड़क पर पड़ने वाले विभिन्न गंतव्यों (स्थानों) की दिशा को इंगित करता है। आम तौर पर चौराहे (इंटरसेक्शन) से पहले ये चिन्ह लगाए जाते हैं।

This sign indicates the direction to various destinations falling on that particular road. These signs are generally installed before intersections.



गोलचक्कर चौराहे पर अग्रिम
गंतव्य का चिन्ह
**Advance Destination
Sign on Rotary
Intersection**

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



यह अग्रिम संकेत इंटरसेक्शन से पूर्व स्थापित किया जाता है जो तीर के चिन्हों से गंतव्य के मार्ग को दर्शाता है जिससे चालक को सही मार्ग के चयन में सहायता मिलती है।

This advance sign is erected before an intersection indicating the way to destination by arrows, facilitating the driver to ensure that he is on correct route.

CHAPTER IX

Implementation of Official Language Policy

Machinery for Implementation

- 9.1 Hindi Section in the Ministry of Road Transport & Highways is Headed by two deputy Directors (Official Language) with one Assistant Director (Official Language) and other Supporting Staff. Besides monitoring the implementation of the official language policy and the Annual Programme, Hindi section undertakes translation from English to Hindi and vice-versa of the material received from various Sections/Divisions of the Ministry.

Official Language Implementation Committee:

- 9.2 The Official Language Implementation Committee (OLIC) of the Ministry of Road Transport & Highways is headed by the Joint Secretary (Transport & Administration). Meetings of OLIC were held on 19th June, 2015, 30th September, 2015 and 11th December, 2015. Quarterly progress reports regarding progressive use of hindi in official work, received from Sections/Divisions of the ministry and the offices under its control, were reviewed in these Meetings and remedial measures were Suggested to improve and enhance use of Hindi in official work.

Compliance with Section 3(3) of The Official Language Act, 1963 (As Amended in 1967) and Correspondence in Hindi:

- 9.3 In compliance of provisions of Section 3(3) of the Official Language Act, 1963 (as amended in 1967), all the documents covered under this section are being issued bilingually.
- 9.4 All letters received in Hindi i.e. letters either written in Hindi or signed in Hindi, are replied to in Hindi, irrespective of the region from where these are received.
- 9.5 Efforts are being made to increase correspondence in Hindi with the offices of the Central Government, State Government, UT Administrations in the regions 'A' and 'B' and the general public.

Specific Measures Taken For Promoting Use of Hindi Training in Hindi Teaching, Hindi Typewriting and Hindi Stenography:

- 9.6 Out of a total of 5 typists (clerks), 1 is trained in Hindi typing and out of a total of 18 Stenographers, 6 are trained in Hindi stenography.

Cash Awards and Incentive Schemes:

- 9.7 An incentive scheme to encourage officers and employees to do their official work in Hindi is in vogue in the Ministry. Under this scheme, cash awards are given for doing noting and drafting in Hindi.

यह चिन्ह उस सड़क पर पड़ने वाले विभिन्न गंतव्यों (स्थानों) की दिशा और उनकी दूरी को इंगित करता है। आम तौर पर चौराहे (इंटरसेक्शन) से पहले ये चिन्ह लगाए जाते हैं।

This sign indicates the direction and distance to various destinations falling on that particular road. These signs are generally installed before intersections.

Celebration of Hindi Divas and Hindi Pakhwara:

9.8 On the occasion of Hindi Divas on 14th September, 2015 the message of the Hon'ble Minister of Home Affairs was circulated for the perusal of officers and staff of the Ministry to encourage them to increase use of Hindi in their official work. Hindi Pakhwara was observed in the Ministry from 1st September, 2015 to 15th September, 2015. Competitions were held in Essay writing in Hindi, Departmental Vocabulary, Noting & Drafting in Hindi, General Letter Writing, Hindi Typing, Hindi Poetry Recitation, Extempore Speech and Hindi Handwriting. Some of the competitions were held separately for Hindi speaking and non-Hindi speaking staff of the Ministry. Two Hindi workshops were also organized by this Ministry on 14th September, 2015 and 15th September, 2015 in respect of "How to do official work in Hindi" and "How to work on computer in Hindi" respectively. Joint Secretary, of Road Transport & Highways gave away awards to the winners of the competitions in a prize distribution function held in the Ministry on 30 September, 2015. During Hindi Pakhwara held this year, a total of 183 officers/employees participated in the competitions.

Propagation of Information Technology

9.10 The entire Hindi typewriting work in the Ministry is carried out on computers. Latest Hindi software has been installed on the computers for efficient and fast completion of tasks.



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह इस पर लिखे गए गंतव्य/स्थान की दिशा और दूरी दर्शाता है। यह चिन्ह बोर्ड ड्राइवरों द्वारा स्थान को ढूँढने में सहायक होता है। इसलिए, यह उनके समय और ईंधन खपत में बचत करने में बहुत सहायक होता है।

This sign shows direction and distance of the destination/place written on it. This sign board helps drivers in locating the places and thus is very helpful in saving time and fuel.

CHAPTER X

Implementation of persons with Disabilities Act, 1995

- 10.1 The Ministry of Road Transport and Highways is making sincere efforts for effective implementation of the Persons with Disability (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995. Disabled persons selected/nominated are appointed against vacancies reserved for them and also adjusted against unreserved vacancies as per the extant instructions of DoPT. The status as on 31st December, 2015 in respect of Technical and Non-Technical posts with regard to the number of Persons with Disabilities is as **Appendix-14**.

CHAPTER XI



यह चिन्ह ड्राइवर को आश्वस्त करता है कि वह सही रास्ते पर है और यह उस पर लिखे गए स्थानों की दूरी भी दर्शाता है।
 This sign assures the driver that he is on right path and also tells the distance of the places written on it.



PICTURESQUE VIEW OF NATIONAL HIGHWAYS



CHAPTER XI

Transport Research

- 11.1 Transport Research Wing (TRW) is the nodal agency which provides research inputs, analysis, technical comments and data support to the various Divisions of the Ministry of Road Transport and Highways. Besides, it assists in policy planning, coordination and evaluation of the performance of the road transport sector.
- 11.2 TRW collects, compiles, analyses and disseminates data relating to roads, road transport and road safety which essentially involves the collection of data from various sources viz. Central Government Ministries and Departments, State Governments, Union Territory Administrations and public and private sector agencies. The information received from these sources is scrutinised, validated for consistency and reliability, and then compiled and analysed in annual publications covering important aspects of the transport sector. Transport Research Wing is consistently making an effort to strengthen the database of roads, road transport and road safety, by taking measures to bridge data gaps and lags in the dissemination of data through its four annual publications namely 'Road Accidents in India', 'Road Transport Year Book', 'Review of the Performance of State Road Transport Undertakings', and 'Basic Road Statistics of India'. Information published in these four publications is also disseminated through Data Portal India.
- 11.3 Road accident related information for all the States and Union Territories and 50 Million Plus Cities of the country is collected, compiled and collated in a specially devised 19-item Asia Pacific Road Accident Database/Indian Road Accident Database (APRAD/IRAD) format. An in-depth analysis and overview of road accidents in India, based on data collected in the 19 item format is carried out by Transport Research Wing of the Ministry of Road Transport & Highways. The latest issue of 'Road Accidents in India: 2014' was released in August, 2015. TRW, in consultation with the Transport Wing of the Ministry is in the process of modification/revision of the road accident data format for reporting by the States/U.Ts to address the latest changes in this area.
- 11.4 TRW is also actively involved in the collection of data on black spots, assessing and monitoring the progress of remedial measures taken in terms of reduction in road accident fatalities at the identified black spots. Black spots are locations with an abnormally high number of road crashes.¹³ States which accounted for about 85% of road accidents were asked to identify and provide details of the top 25 black spots in their respective States. These states are (i) Andhra Pradesh, (ii) Bihar, (iii) Chhattisgarh, (iv) Gujarat, (v) Haryana, (vi) Karnataka, (vii) Kerala, (viii) Madhya Pradesh, (ix) Maharashtra, (x) Rajasthan, (xi) Tamil Nadu, (xii) Uttar Pradesh and (xiii) West Bengal.

यह सूचनात्मक चिन्ह दर्शाता है कि आगे एक पेट्रोल पम्प है। कई बार इस चिन्ह पर दूरी भी इंगित की जाती है, जो दर्शाता है कि चिन्ह बोर्ड से पेट्रोल पम्प कितनी दूरी पर है।

This informative sign indicates that there is a Petrol Pump ahead. Sometimes distance is also indicated on this sign which gives an idea about location of the Petrol Pump from the sign post.



अस्पताल
Hospital



- 11.5 The publication “Road Transport Year Book” provides data on different motor transport parameters. The latest issue of the publication of “Road Transport Year Book 2012-13” was brought out in November, 2015. The next issue of the publication is under compilation.
- 11.6 The publication ‘Basic Road Statistics (BRS) of India’ provides comprehensive information on road network including National Highways, State Highways, urban roads, rural roads and project roads. Data is collected from about 280 source agencies spread across the Centre, States/Union Territories (UTs) and local bodies. The latest issue of BRS 2012-13 was released in August, 2015. The next issue of the publication is under compilation.
- 11.7 The publication, ‘Review of the Performance of State Road Transport Undertakings’, presents both physical and financial performance of individual SRTUs. It gives physical and financial performance of the State Road Transport Undertakings in terms of various identified parameters. Of the 54 existing SRTUs 44 SRTUs, provided data in the requisite format for the financial year, 2013-14. The latest ‘Review of the Performance of State Road Transport Undertakings – Passenger Services (April 2013- March 2014)’ was released in May, 2015. The next issue of ‘Review of the Performance of State Road Transport Undertakings’, containing information up to 31st March, 2015 is under preparation.
- 11.8 Major highlights of the Road and Road Transport sector in India, as evident from the data compiled and published by TRW, are indicated below:
- As on 31st March, 2013, there were 1,82,445 thousand registered motor vehicles in India **Appendix-15**.
 - The total number of road accidents increased marginally from 4,86,476 in 2013 to 4,89,400 in 2014 **Appendix-16**. The total number of persons killed also increased by about 1.5 per cent from 1,37,572 in 2013 to 1,39,671 in 2014. However road accident injuries have marginally reduced from 4,94,893 in 2013 to 4,93,474 in 2014. An analysis of road accident data of 2014 revealed that on an average about 56 accidents take place and 16 lives are lost every hour in India.
 - Surge in Population, urbanisation and motorization along with expansion of road network contributes to the increasing number of road accidents, injuries and fatalities.
 - A very high percentage of road accident victims are in the age group of 15 to 35 years. This group of people account for 53.8 per cent of all persons killed in road accidents during 2014.
 - In 2014, fifty Million Plus Cities accounted for a share of 22.7 per cent in total road accidents in the country, 11.9 per cent in total persons killed in road accidents and 16.8 per cent in total persons injured in road accidents. Mumbai had the highest number of road accidents (22,570) while Delhi had the highest number of deaths (1671) due to road accidents.

यह चिन्ह इंगित करता है कि आसपास अस्पताल है। इस रास्ते पर गाड़ी चलाते समय ड्राइवर को सतर्क रहना चाहिए और अनावश्यक रूप से हॉर्न नहीं बजाना चाहिए।

This sign indicates that there is Hospital nearby. The driver should be careful while driving through this stretch and should not honk unnecessarily.



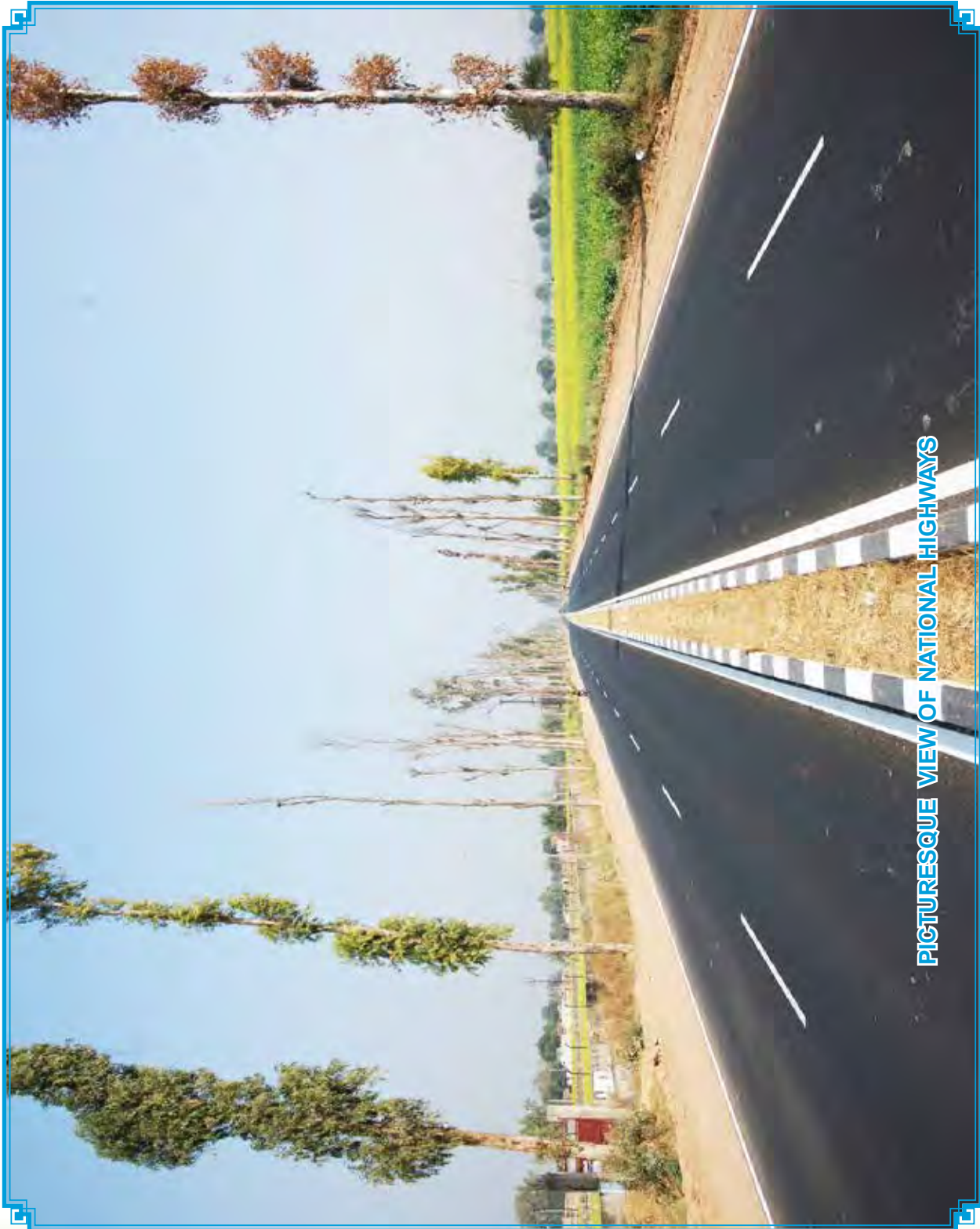
- As reported by States/UTs, during 2014, Drivers' fault (78.8 per cent) has been found as the single most important factor responsible for road accidents. Within the category of 'drivers fault', accidents caused and persons killed due to "exceeding lawful speed" by drivers accounted for 55.0 per cent of accidents (2,08,271 out of 3,78,992 accidents) and 56.2 percent of deaths (57,844 out of 1,02,878 deaths) respectively. Accidents and deaths caused due to "Intake of alcohol/ drugs" accounted for 5.0 per cent (18,916 out of 3,78,992 accidents) and 6.8 percent (6,968 out of 1,02,878 deaths) respectively.
- During the calendar year 2014, the total number of hit and run cases was reported as 53,334. The number of persons killed due to hit and run cases were reported as 19,569.
- During the year 2014, overloaded vehicles caused 91,335 accidents and 26,809 road accidental deaths. It constituted a share of 18.7 per cent and 19.2 per cent respectively in total road accidents and fatalities in the country.
- Two modes of road transport which accounted for the higher shares in total road accidents were Two Wheelers (27.3 per cent) and Cars, Jeeps & Taxis (22.7 per cent) as reported by the States/UTs during 2014.
- Out of total road accidents, 28.2 per cent, 25.2 per cent and 46.6 per cent of road accidents took place on National Highways, State Highways and Other Roads respectively in the country during 2014.
- Rural areas are more prone to road accidents, accounting for 53.7 per cent of total road accidents during 2014. The percentage of road accident fatalities (59.4 per cent) and injuries (58.0 per cent) were also more in rural areas as compared to the urban areas in the country.
- Generally speaking, traffic junctions are accident prone areas. About 57 per cent of total accidents took place on the junctions itself as per 2014 road accident data reported by States/UTs.
- The total road length of the country as on 31st March, 2013 was 52.32 lakh kms.
- Category-wise break up of total road length during the years 1951 to 2013 **Appendix-17.**

यह चिन्ह दर्शाता है कि आसपास एक प्राथमिक उपचार सुविधा है जो आपात स्थिति या दुर्घटना के मामले में बहुत उपयोगी साबित होती है। आम तौर पर ये चिन्ह राजमार्गों और ग्रामीण सड़कों पर लगाए जाते हैं।

The sign shows that there is a First Aid facility nearby which is very useful in case of emergency or crashes. These signs are normally erected on highways and rural roads.



भोजन स्थान
Eating Place



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह इंगित करता है कि आसपास भोजन का एक स्थान है। आम तौर पर राजमार्गों और लंबे सफर की सड़कों पर यह चिन्ह देखा जा सकता है।

This sign indicates that there is an eating place in the vicinity. This sign is common on highways and long stretches of road.



CHAPTER-XII

International Cooperation

- 12.1 The International Cooperation Division of this Ministry engaged in various bilateral and regional level activities for cooperation with neighbouring countries during 2015-16.
- 12.2 Memorandum of Understanding (MoU)/Agreements and other instruments signed: For cooperation with other countries on the basis of reciprocity, equality and mutual benefits, an informal but written instrument signed between two Governments provides a Government support and sense of reliability to the executive agencies, professionals and private sector for initiating trade and investment. Hence, efforts were focused on drawing up appropriate bilateral and regional instruments. The following instruments were signed for cooperation in the Roads & Transport sector during 2015-16:
- A Memorandum of Cooperation between the Ministries of Railways, Road Transport and Highways and Shipping of the Government of India and the Department of Transportation of the United States of America for a India-US Transportation partnership was signed on 08.04.2015.
 - A Framework of Cooperation in the field of Road Transport and Highways between the Ministry of Road Transport and Highways of the Republic of India and the Ministry of Land, Infrastructure and Transport of the Republic of Korea was signed on 18.05.2015.
 - An Agreement between the Government of the Republic of India and the Government of the People's Republic of Bangladesh for the regulation of passenger bus services between the two countries was signed on 06.06.2015 at Dhaka and bus services on Guwahati-Shillong-Dhaka route and Kolkata- Agartala via Dhaka route were flagged off by Prime Ministers of both countries at Dhaka on 06.06.2015.
 - A Motor Vehicles Agreement (MVA) for the regulation of passenger, personal and cargo vehicular movement between Bangladesh, Bhutan, India and Nepal (BBIN) was signed on 15.06.2015 by the Transport Ministers concerned at Thimphu in Bhutan.

12.3 Regional Cooperation:

- To strengthen relations with countries in the South and South East Asian region, Ministry of Road Transport and Highways is holding discussions and negotiations for finalizing a bus service agreement on Imphal-Mandalay route for people to people contact with Myanmar. A Joint technical inspection of the route has been held by the representatives of both the countries on 11-15 January 2015.

यह चिन्ह इंगित करता है कि सड़क के नजदीक अल्पाहार की सुविधा उपलब्ध है।

This sign indicates that there is facility of light refreshment nearby on the road.



- b) The Transport Secretaries of India, Myanmar and Thailand (IMT) are jointly negotiating a Motor Vehicles Agreement along with the text of Protocol and its Schedules for allowing movement of all types of vehicles in the IMT region. The three countries have agreed on the IMT MVA text which is to be signed during a Transport Ministers' meeting of three countries in Myanmar after the respective country Governments would complete their internal approval processes.
- c) The 1st BBIN Friendship Motor Rally 2015 from Bhubneshwar, Orissa to Kolkata via Bhutan and Bangladesh was organized by the Ministry from 14th November, 2015 to 1st December, 2015. The rally, which covered about 4400 km, with participants from all four countries focused on "Safe Motoring" apart from Regional Connectivity under BBIN Motor Vehicles Agreement, signed in June, 2015.
- d) A cargo trial run from Kolkata to Agartala via Dhaka was successfully conducted in November, 2015 under the BBIN MVA covering a distance of 640 Kms compared to the traditional route from Kolkata to Agartala via Siliguri-Guwahati-Silchar of 1550 kms, offering substantial reduction of distances.
- e) India, Myanmar and Thailand (IMT) trial run for passenger vehicles was organized from Imphal, India to Nay Pyi Taw, Myanmar in December, 2015.

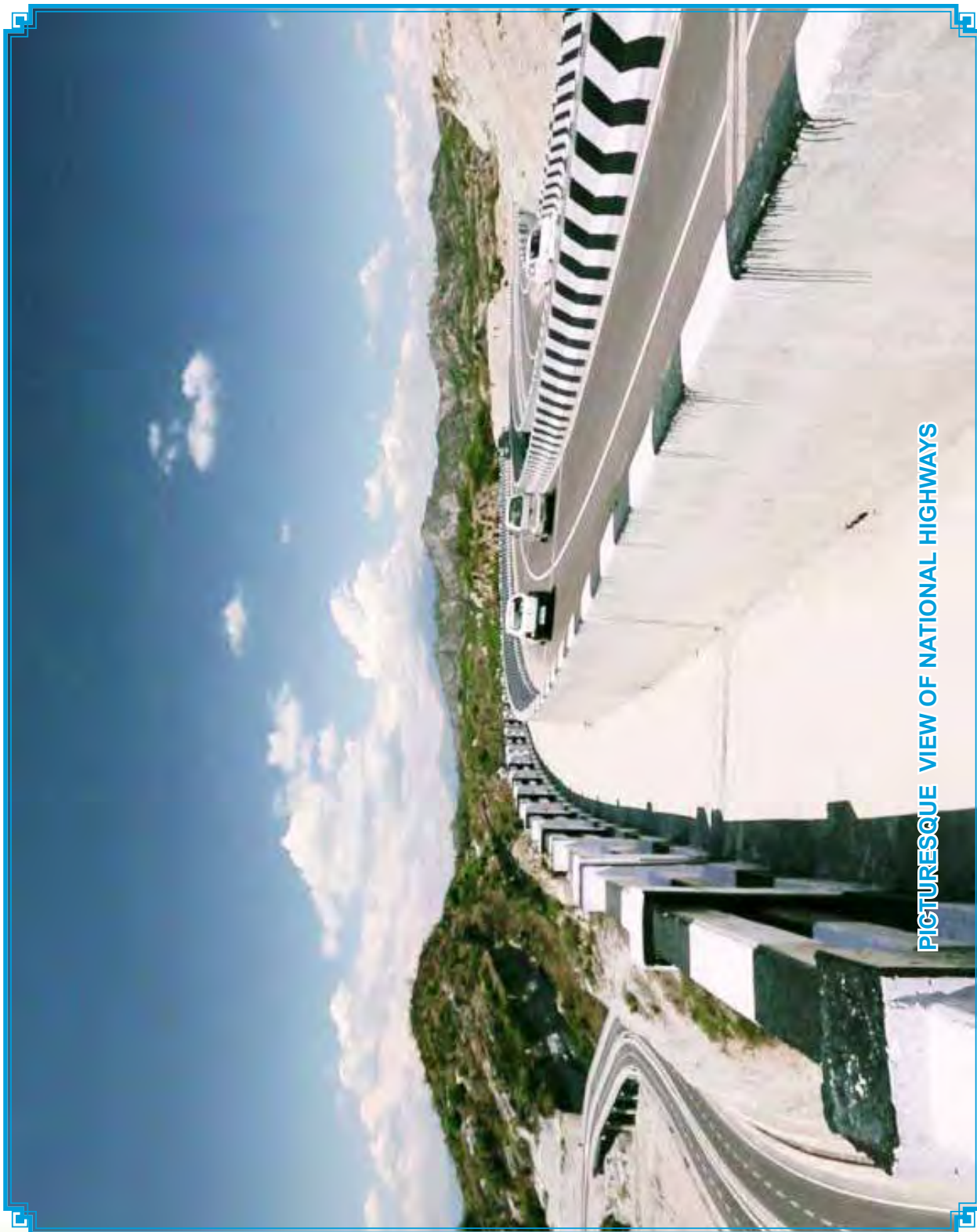
12.4 New Bus Services:

- a) Kolkata - Agartala via Dhaka started in June, 2015
- b) Guwahati - Shillong - Dhaka - Flagged off in June, 2015

The First meeting of India-Nepal Cross Border Transport Facilitation Joint Working Group (CBTFJWG) under the Motor Vehicle Agreement between India and Nepal for regulation of vehicular traffic between the two countries was held at New Delhi on 16-17 July, 2015. The CBTFJWG took decisions required under the India- Nepal Motor Vehicles Agreement for its smooth implementation. The new routes of Kathmandu-Patna-Bodhgaya, Mahendranagar-Delhi, Siliguri- Kakarbhitta- Kathmandu and Jankapur-Patna among the various routes proposed by both sides, was agreed upon for starting regular bus services after the operators of the services from either side are mutually identified and agreed upon. Introduction of more bus services to the BBIN countries are being considered in a phased manner.

सफर के दौरान यह चिन्ह विश्राम के लिए मोटल, लॉज या अन्य विश्राम गृह के नजदीक लगाया जाता है। राजमार्गों पर ये चिन्ह देखे जा सकते हैं।

This sign is erected near motel, lodge or any other place where facility for resting is available. These signs can be seen on highways.



“सड़क बंद है” संकेत दर्शाता है कि वहां आगे रास्ता नहीं है। यह संकेत चालक को सूचना प्रदान करता है कि सड़क पर आगे मार्ग नहीं है।

"NO THROUGH ROAD" sign indicates that there is no throughway. This sign informs drivers that there is no way ahead on the road.



बस स्टॉप
Bus Stop



यह चिन्ह बस स्टॉप को दर्शाता है। यह दर्शाता है कि सभी बसें (सार्वजनिक परिवहन) इस स्थान पर रुकेंगी।
This sign indicates Bus Stop. It shows that all buses (public transport) will stop at this place.



Appendix-1

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SADAK PARIVAHAN AUR RAJ MARG MANTRALAYA)

I. THE FOLLOWING SUBJECTS WHICH FALL WITHIN LIST 1 OF THE SEVENTH SCHEDULE TO THE CONSTITUTION OF INDIA:

1. Compulsory insurance of motor vehicles.
2. Administration of the Road Transport Corporations Act, 1950 (64 of 1950).
3. Highways declared by or under law made by Parliament to be national highways.
4. Issuance of notifications under clause (a) of section 3 and sections 3A, 3D, 7 and section 8A of the National Highways Act, 1956 (48 of 1956) without being scrutinised and vetted by the Legislative Department.

II. IN RESPECT OF THE UNION TERRITORIES:

5. Roads other than National Highways.
6. Administration of the Motor Vehicles Act, 1988 (59 of 1988) and taxation of motor vehicles.
7. Vehicles other than mechanically propelled vehicles.

III. OTHER SUBJECTS WHICH HAVE NOT BEEN INCLUDED UNDER THE PREVIOUS PARTS:

8. Central Road Fund.
9. Coordination and Research pertaining to Road Works.
10. Road works financed in whole or in part by the Central Government other than those in the North Eastern Region.
11. Motor vehicles legislation.
12. Promotion of Transport Co-operatives in the field of motor transport and inland water transport.
13. Formulation of the privatisation policy in the infrastructure areas of roads.

IV. AUTONOMOUS BODIES:

14. National Highways Authority of India.

V. SOCIETIES/ASSOCIATIONS:

15. Indian Academy of Highway Engineers.

यह चिन्ह रेलवे स्टेशन के स्थान को दर्शाता है।

This sign indicates location of Railway Station.



सार्वजनिक टेलीफोन
Public Telephone

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Government of India



VI. PUBLIC SECTOR UNDERTAKINGS:

16. Indian Road Construction Corporation.
17. National Highways and Infrastructure Development Corporation Limited.

VII. ACTS:

18. The Road Transport Corporations Act, 1950 (64 of 1950).
19. The National Highway Act, 1956 (48 of 1956).
20. The Motor Vehicles Act, 1988 (59 of 1988).
21. The National Highways Authority of India Act, 1988 (68 of 1988)

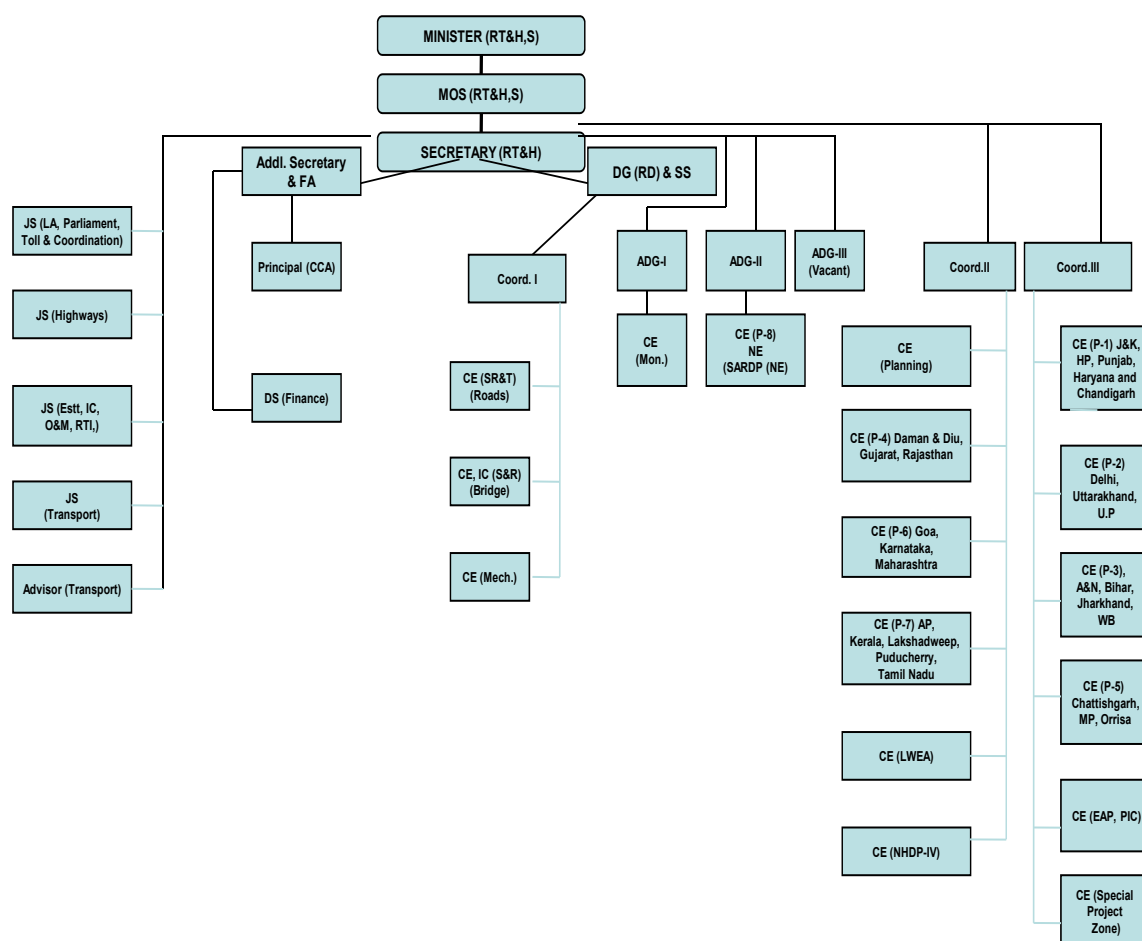


यह चिन्ह सड़क के पास टेलीफोन की उपलब्धता को दर्शाता है।

This sign indicates the availability of Telephone near road.



Appendix-2

ORGANISATIONAL CHART OF
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

यह संकेत दर्शाता है कि सड़क पर आगे सुरंग है। यह संकेत कई बार सुरंग के नाम तथा उसकी लंबाई को भी दर्शाता है।

This sign indicates the tunnel on road. This sign sometimes may also indicate the name and length of tunnel.



Appendix-3

LIST OF STATE-WISE NATIONAL HIGHWAYS IN THE COUNTRY

Sl. No.	Name of State	National Highway No.	Total Length (in km)
1	Andhra Pradesh	4, 5, 7, 9, 16, 18, 18A, 42 New, 43, 63, 67Ext. New, 150 New, 167 New, 202, 205, 214, 214A, 216, 219, 221, 222, 234, 326, 326A, 67 New, 71 New, 161 New, 340 New, 340C New, 353 New, 363 New, 365 New, 544D New, 565 New, 765 New	5231.74
2	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext, 37 Ext., 315A, 713 New, 513 New, 313 New, 113 New & 713A New	2513.05
3	Assam	6 New, 31, 31B, 31C, 36, 37, 37A, 37E, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 117A New, 127B New, 127E New, 151, 152, 153, 154, 315A New, 127C New & 127D New, 329 New, 427 New, 627 New, 702 New, 702B New, 702C New 702D & 715A New	3811.67
4	Bihar	2, 2C, 19, 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107, 110, 122A New, 131A New, 133 New, 133B New, 219 New, 227 A New, 327A New, 327 Ext. New, 333 New, 333A New, 333B New, 527A New, 527C New, 727 A New, 766C, & 120 New	4838.79
5	Chandigarh	21	15.28
6	Chhattisgarh	6, 12A, 16, 43, 78, 111, 130A New, 130B New, 130C New, 130D New, 149B New, 163A New, 200, 202, 216, 217, 221, 343 New, 930New	3078.40
7	Delhi	1, 2, 8, 10, 24 & 236	80.00
8	Goa	4A, 17, 17A & 17B	262.00
9	Gujarat	NE-I, 6, 8, 8A, 8B, 8D, 8E, 14, 15, 56, 58 New, 58 Ext New, 59, 113 228, 251 New, 753B New, 848 & 848A New, 848B New, 341 New, 68Ext. New, 147A New, 168 New, 168A New, 351 New, 927D New & 953 New	4970.90

यह चिन्ह पैदलपथ अंडरपास/सबवे को दर्शाता है। इस स्थान पर सड़क पार करने के लिए पैदल यात्रियों को अनिवार्य रूप से इन अंडरपास/सबवे का प्रयोग करना चाहिए।

This sign indicates entry to a pedestrian underpass/subway. Pedestrians should invariably use these underpass/subway to cross the road.



Sl. No.	Name of State	National Highway No.	Total Length (in km)
10	Haryana	1, 2, 8, 10, 11 New, 21A, 22, 54 New, 64, 65, 71, 71A, 72, 73, 73A, 71B, 148B New, 236, 248 A New, 254 New, 334B New, 352A, 444A New, 703 New, 709 Ext New, 709A New & NE-II	2622.48
11	Himachal Pradesh	1A, 3 New, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88, 73A, 154A New, 305 New, 503 New, 503A New, 503 Ext. New, 505 New, 705 New, 907 A New	2622.48
12	Jammu & Kashmir	1A, 1B, 1C, 1D, 3 New, 144 New, 144A New, 301 New, 444 New, 501 New, 701 New, 244 New	2593.00
13	Jharkhand	2, 6, 23, 31, 32, 33, 43 New, 75, 78, 80, 98, 99, 100, 114A New, 133 New, 133A New, 133B, 143 New, 143A New, 220 New, 333 New, 333A New, 343 New & 419 New	2653.64
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 50 New, 63, 67, 67New, 150, 150 Ext. New, 150A New, 167 New, 169A New, 173 New, 206, 207, 209, 212, 218, 234, 275 New, 367 New, 766C	6502.29
15	Kerala	17, 47, 47A, 47C, 49, 183A New, 185 New, 208, 212, 213, & 220	1811.52
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B, 27, 56 New, 59, 59A, 69, 69A, 75, 76, 78, 86, 92, 927A New & 339B	5193.57
17	Maharashtra	3, 4, 4C, 6, 7, 8, 9, 13, 16, 17, 26B, 50, 50New, 69, 150 Ext. New, 161 New, 204, 211, 222, 348 New, 848 New, 160 New, 166 New, 166A New, 348 New, 348A New, 353C New, 353D New, 353E New, 361 New, 363 New, 547E New, 548 New, 753 New, 753A New, 753B New, 848A, 930 New & 953 New, 965 New	7434.79
18	Manipur	39, 53, 102 New, 102A New, 102B New, 102 C New, 129A new, 108A New, 129 New, 137 New, 137A New, 150, 155, 702A New	1745.74
19	Meghalaya	40, 44, 51, 62 & 127B New	1204.36

सड़क पर लगा यह चिन्ह दर्शाता है कि कितनी लंबाई का वाहन उस रास्ते से गुजर सकता है। यह चिन्ह तीव्र मोड़ या घुमावदार मोड़ पर लगाया जाता है। यह उन लंबे और बड़े आकार के वाहनों के लिए होता है जो सुरक्षित ढंग से मुड़ नहीं सकते।

This sign on road indicates that length of the vehicle, which can be manoeuvred through that passage. It could be a sharp turn, a hairpin bend etc. This is meant for long and oversized vehicles which cannot negotiate a safe turn.



मानवरहित समपार
Unguarded Level
Crossing



Sl. No.	Name of State	National Highway No.	Total Length (in km)
20	Mizoram	6 New, 44A, 54, 54A, 54B, 102B New, 150, 154, 302 New, 306 A New & 502A New	1381.00
21	Nagaland	36, 39, 61, 129 New, 150, 155, 702 New, 702A New & 702B New, 702D	1150.09
22	Odisha	5, 5A, 6, 23, 42, 43, 60, 75, 130C New, 153B New, 157 New, 200, 201, 203, 203A, 215, 217, 220 New, 224, 326 New & 326 A New	4644.52
23	Puducherry	45A & 66	64.03
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72, 95, 103 A New, 154A, 205A New, 254 New, 344A New, 344B New, 503 Ext. New, 503A New, 703 New, 703A New, 754 New & 148B New	2769.15
25	Rajasthan	3, 11New, 123 New (3A Old), 8, 11, 11A, 11B, 11C, 12, 14, 15, 25 Ext. New, 54 New, 65, 458 New & 65A Old, 71B, 76, 58 Ext New & 76A Old, 758 New & 76B Old, 79, 79A New, 89, 90, 113, 112, 114, 116, 148B New, 148D New & 116A Old, 158 New, 162A New, 162 Ext. New, 168 New, 168A New, 248A New, 325 New, 709 Ext. New, 927A New,	7906.20
26	Sikkim	31A, 310, 310A New, 510 New, 710 New	309.00
27	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226, 226Ext., 227, 230, 234, 381 New, & 532 New	5006.14
28	Tripura	44, 44A, 108A, 208 New, 208A New, & 108B New	805.00
29	Telangana	7, 9, 16, 202, 221, 222, 326 New, 167 New, 150 New, 363 New, 365 New, 565 New, 161, 765 New, 50 New, 563 New & 365A New	2635.84
30	Uttarakhand	9 new, 58, 72, 72A, 72B, 73, 74, 87, 94, 107A New, 108, 109, 123, 119, 121, 125, 309A New, 309B New, 334A & 707A New	2841.92

यह चिन्ह दर्शाता है कि वहां एक रेलवे क्रॉसिंग है, जहां सुरक्षा के लिए कोई गार्ड तैनात नहीं है। ड्राइवर को स्वयं यह सुनिश्चित करने के बाद सावधानीपूर्वक इस अरक्षित रेलवे क्रॉसिंग को पार करना होगा कि निकटवर्ती रेल पटरी पर कोई ट्रेन नहीं आ — जा रही है। एक और दो लाल रंग की पट्टी यह दर्शाती है कि रेलवे लाइन 100 मी. या 200 मी. की दूरी पर है।

This sign indicates that there is a Railway crossing which is not manned by personnel. This unguarded railway crossing has to be crossed by driver himself very cautiously after ensuring that there is no train on the track near by single or double red stripe indicates that the crossing is at 100 mtrs. or 200 mtrs. respectively.



Sl. No.	Name of State	National Highway No.	Total Length (in km)
31	Uttar Pradesh	2, 2A, 3, 123 New (3A Old), 7, 11, 12A, 19, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93, 96, 97, 119, 219 New, 227 A New, 231, 232, 232A, 233, 235, 330, 330A New, 330 B New, 334B New, 709 A, 727 A New, 730 New, 730A New, 731 A New, 931 New, 931A New & NE-II	8483.00
32	West Bengal	2, 2B, 6, 10, 31, 31A, 31C, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81, 114A New, 116B New, 117, 131A, 133A New, 317A, 327B, 419 New, 512 New & 717.	2909.80
33	Andaman & Nicobar Islands	223	330.70
34	Dadra & Nagar Haveli	848A New	31.00
35	Daman & Diu	848B New & 251 New	22.00
		Total	100475.08



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह दर्शाता है कि सड़क पर मरम्मत या सफाई आदि कार्य चल रहा है व मजदूर कार्य कर रहे हैं। सड़क पर काम कर रहे लोगों की यातायात से सुरक्षा जरूरी है और इसीलिए, सड़क पर मरम्मत स्थल से पहले यह चिन्ह लगाया जाता है। ड्राइवर को चाहिए कि वह धीमी गति से वाहन चलाए और परिवर्तित मार्ग से गुजरते हुए मजदूरों की सुरक्षा सुनिश्चित करें।

This sign shows that there is some repair/ cleaning etc. being undertaken on the road and workers are involved in it. People working on road need safety from the traffic and hence this sign is erected before the site of repair on road. The driver should drive slowly and carefully to ensure safety of the workers.



गोल चक्कर
Round About



Appendix-4

ALLOCATION FOR DEVELOPMENT AND MAINTENANCE OF NATIONAL HIGHWAYS DURING 2015-16 FOR STATES/ UTS

(Amount in ₹ Crore)

Sl. No.	State/ UTs	Development*	Maintenance*
1.	Andhra Pradesh	144.00	113.66
2.	Arunachal Pradesh	2.40	31.16
3.	Assam	55.19	78.50
4.	Bihar	461.50	103.44
5.	Chandigarh	1.00	2.26
6.	Chhattisgarh	31.69	61.91
7.	Delhi	1.00	0.62
8.	Goa	66.00	47.83
9.	Gujarat	169.20	119.94
10.	Haryana	67.00	44.35
11.	Himachal Pradesh	101.00	93.97
12.	Jammu & Kashmir	19.00	13.39
13.	Jharkhand	25.00	84.77
14.	Karnataka	172.44	94.63
15.	Kerala	68.74	76.12
16.	Madhya Pradesh	226.14	32.63
17.	Maharashtra	66.71	235.20
18.	Manipur	30.50	47.52
19.	Meghalaya	10.00	54.59
20.	Mizoram	20.50	60.68
21.	Nagaland	29.00	48.90
22.	Odisha	180.50	58.13

गोल चक्कर सड़क चौराहे का एक विकल्प होता है। इससे ट्रैफिक लाइट के बिना यातायात का सुगम प्रवाह रखा जा सकता है। यह चिन्ह दर्शाता है कि आगे गोल चक्कर है और गोल चक्कर से पहले ड्राइवर को संबंधित लेन पर गाड़ी चलानी होगी।

Round About is a substitute of a road intersection. It allows smooth flow of traffic without the aid of traffic lights. This sign cautions about that there is a round about ahead and the driver has to take relevant lane well before maneuvering the round about.



Sl. No.	State/ UTs	Development*	Maintenance*
23.	Puducherry	10.50	3.41
24.	Punjab	141.00	72.58
25.	Rajasthan	287.18	114.61
26.	Tamil Nadu	138.02	124.61
27.	Telangana	70.00	80.13
28.	Tripura	5.00	14.85
29.	Uttar Pradesh	323.27	196.31
30.	Uttarakhand	186.68	76.18
31.	West Bengal	500.01	89.41
32.	Andaman & Nicobar Islands	2.00	3.13
33.	Dadar & Nagar Haveli	0.00	0.12
34.	Daman & Diu	0.00	0.08

*Allocation as on January, 2016.



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह दर्शाता है कि वहां सड़क पर पशुओं के भटकते हुए घूमने की बहुत संभावनाएं हैं। सड़क पर पशुओं के घूमने से बड़ी दुर्घनाएं हो सकती हैं क्योंकि यातायात में जानवर के भड़कने का खतरा रहता है। इसलिए, जहां कहीं यह चिन्ह देखें, सावधानी से गाड़ी चलाएं।

This sign indicate that there is great possibility of cattle straying on the road. Cattle on road can cause major crashes as animal reacts unpredictably in traffic. So drive carefully wherever you see this sign.



फिसलन-भरी सड़क
Slippery Road



Appendix-5

ALLOCATION AND RELEASE UNDER CRF

Year	2000-01		2001-02		2002-03	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	985.00	332.01	962.03	300.00	980.00	950.28
Year	2003-04		2004-05		2005-06	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	910.76	778.94	868.00	607.40	1535.36	1299.27
Year	2006-07		2007-08		2008-09	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	1535.46	1462.29	1565.32	1322.19	2171.64	2122.00
Year	2009-10		2010-11		2011-12	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	1786.56	1344.98	2714.87	2460.29	2288.65	1927.39
Year	2013-14		2014-15		2015-16*	
	Allocation	Release	Allocation	Release	Allocation	Release
Rs. Cr.	2359.91	2226.60	2642.63	2094.78	2910	1709.97

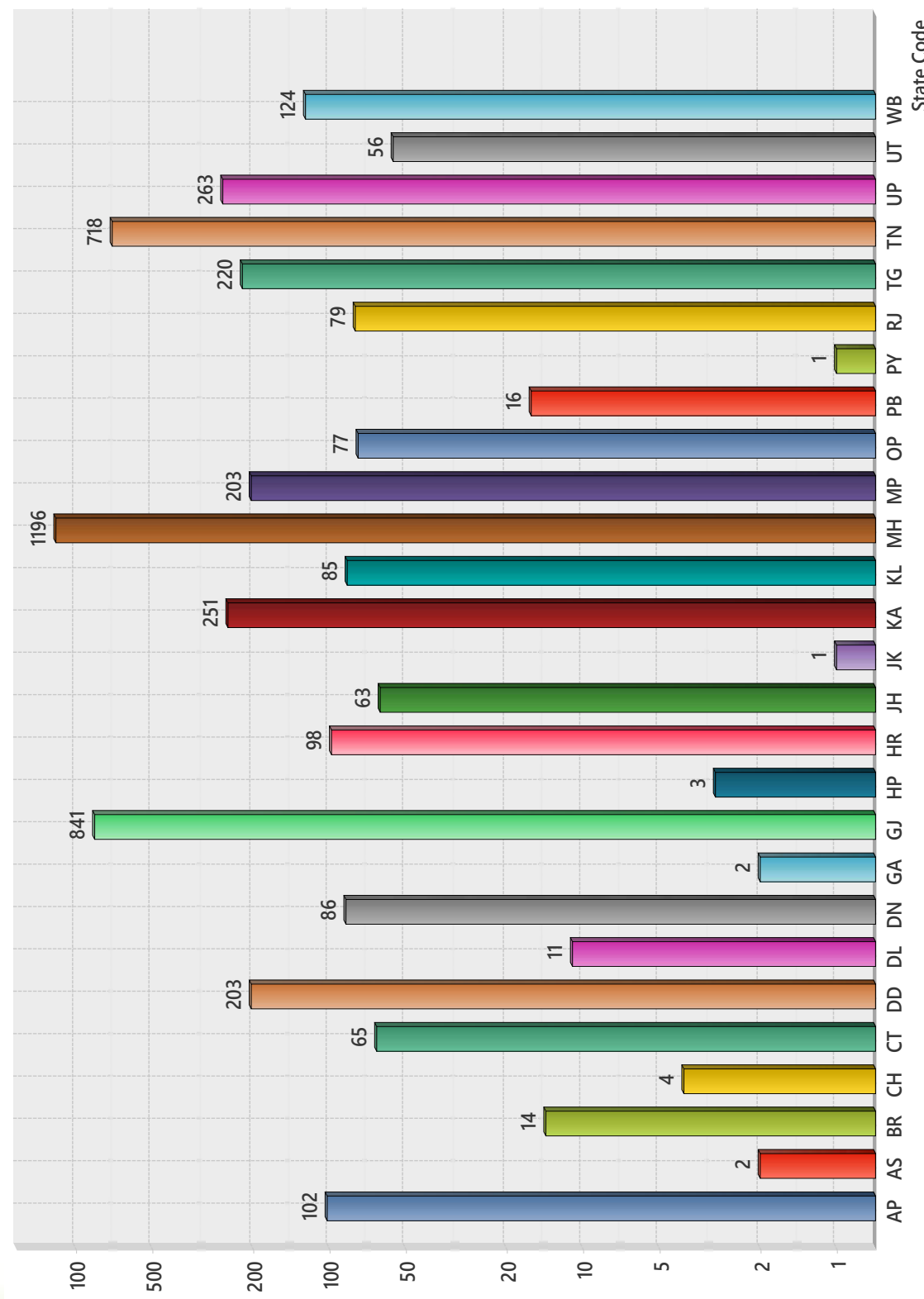
*Up to January, 2016

यह चिन्ह आगे की सड़क की फिसलन-भरी स्थितियों को दर्शाता है। इन स्थितियों का कारण जल रिसाव या तेल का फैलना आदि हो सकता है। यह चिन्ह दिखने पर चालक सदैव दुर्घटना से बचने के लिए अपने वाहन की गति कम करे।

This sign indicates the slippery condition of the road ahead. This condition could be due to seepage of water or oil spill etc. The driver should invariably slow down the vehicle at sight of this sign to avoid crash.



Appendix-6

ORIGINATING STATE WISE PERMISSIONS FOR OVER DIMENSIONAL CARGO
AND OVER WEIGHT CARGO

यह चिन्ह सबसे महत्वपूर्ण और प्रमुख सड़क चिन्हों में से एक है। यह चिन्ह दर्शाता है कि ड्राइवर वाहन को तत्काल रोक दे। आमतौर पर पुलिस, यातायात और पथ-कर प्रशासन इस चिन्ह को जांच-चौकियों पर लगाते हैं।

This is one of the most important and prominent Road Signs. This sign indicates that driver should immediately stop. Usually Police, traffic and toll authorities use this sign at check posts.



नौका
Ferry



Appendix-7

FINANCIAL PROGRESS - 2015-16 NHIDCL

(₹ in crores)

Sl. No.	Name of State	Land Acquisition		Utility Shifting				Authority Engineer		Civil Works		Total
				PHE & Electric Power		Forest Clearance						
				Funds Spent	Likely expenditure for remaining period of FY 15-16	Funds Spent	Likely expenditure for remaining period of FY 15-16					
1	Assam	1029.40	512.88	13.06	30.60	18.59	2.51	5.05	12.30	37.12	470.00	2131.51
2	Tripura	264.00	144.00	28.80	33.00	7.71	0.00	1.33	2.00	17.34	93.00	591.18
3	Arunachal	0.00	143.00	0.00	47.00	0.00	7.50	0.00	10.00	76.54	247.00	531.04
4	Nagaland	0.00	238.00	0.00	25.50	0.00	0.00	0.00	0.00	0.00	120.00	383.5
	Grand Total	1293.40	1037.88	41.86	136.10	26.30	10.01	6.38	24.30	131.00	930.00	3637.23

कुछ स्थानों पर पुल की व्यवस्था किए बिना सड़कें नदी के साथ जोड़ी जाती हैं। चूँकि नदी सड़क को विभाजित करती है इसलिए नौका सेवा के जरिए इन सड़कों को जोड़ा जाता है। यह चिन्ह दर्शाता है कि वहाँ नदी पार करने के लिए नौका सेवा उपलब्ध है।

Some times roads are intersected by the river without the provision of bridge. These roads are connected through ferry service. This sign indicates that there is a ferry service available to cross the river.



Appendix-8

NUMBER OF GOVERNMENT SERVANTS (TECHNICAL AND NON-TECHNICAL SIDE) INCLUDING SC/ST EMPLOYEE

Groups	Sanctioned Strength	Total No. of employees in position	SCs	STs	% of SCs to total employees in position	% of STs to total employees in position
TECHNICAL						
A	227	217	34	14	15.66	6.45
B	81	34	7	4	20.58	11.76
C	27	3	1	0	33.33	0
TOTAL	315	254	42	18	16.53	7.08
NONTECHNICAL						
A	63	58	5	8	8.62	13.79
B	234	182	29	13	15.93	7.14
C	184	92	19	6	20.65	6.52
C[MTS]	172	142	49	8	34.54	5.63
TOTAL	653	474	102	35	21.51	7.38

जब सड़क की चौड़ाई कम हो जाती है और वह किसी संकरे रास्ते से मिल जाती है तो तेज गति से चलने वाले वाहन के सामने से आ रहे वाहन से टकराने की संभावना रहती है। यह चिन्ह ड्राइवर को सतर्क रहने का संकेत देता है क्योंकि आगे का रास्ता संकरा है।

When the width of the road decreases and the road merges into a narrow road, there is a possibility that a speeding vehicle may collide with oncoming traffic. This sign cautions the driver to be careful as the road ahead is narrow.



विषम सड़क संगम
Staggered Intersection



Appendix-9

STATEMENT SHOWING THE STATE WISE DISBURSEMENT OF NATIONAL PERMIT FEE

State/ Union Territory	Rs in Actual
Andhra Pradesh	18,20,11,365
Arunachal Pradesh	8,90,421
Assam	19,85,63,883
Bihar	64,64,45,646
Chandigarh	18,07,55,463
Chhattisgarh	25,37,69,985
Dadra & NH	6,67,81,575
Daman & Diu	6,41,10,312
Delhi	59,39,10,807
Goa	9,08,22,942
Gujarat	89,66,53,947
Haryana	70,52,13,432
Himachal Pradesh	26,35,64,616
Jammu & Kashmir	7,56,85,785
Jharkhand	59,12,39,544
Karnataka	114,59,71,827
Kerala	35,61,68,400
Madhya Pradesh	139,79,60,970
Maharashtra	145,67,28,756
Manipur	17,80,842
Meghalaya	1,60,27,578
Mizoram	26,71,263
Nagaland	1,24,65,894
Odisha	42,47,30,317
Punjab	49,32,93,234
Puducherry	13,62,34,413
Rajasthan	108,36,42,357
Sikkim	8,90,421
Tamilnadu	50,04,16,602
Tripura	89,04,210
Uttarakhand	35,61,68,400
Uttar Pradesh	145,31,67,072
West Bengal	51,91,15,443
Total	1469,19,46,500

यह चिन्ह दर्शाता है कि सीधी सड़क पर बायीं/दायीं और दायीं/बायीं ओर मुड़ने के लिए मोड़ उपलब्ध हैं, जिनके बीच छोटी दूरी है। यह एक चौराहा (इंटरसेक्शन) है जहां सड़क एक दूसरे को नहीं काटती है।

These signs indicate that there is a left/right and right/left turn available on the straight road with small distance between them. It is an intersection which does not allow crossing of road.



Appendix-10

MAJOR HEAD WISE EXPENDITURE

(Fig. in crores)

Heads of Account	BE.	RE	Expdr. Upto 12.2015	% of BE
Plan Heads				
MH 3054 Roads and Bridges	10077.20	17027.46	7385.04	73.28
MH 3055-Road Transport	803.00	151.00	42.17	5.25
MH3601-Grant in aid to State Govts	2809.80	2809.80	1623.38	57.78
MH3602-Grant in aid to UT Govts	31.00	31.00	0.00	0.00
Total Revenue Section	13721.00	20019.26	9050.59	65.96
MH 4552 Capital Outlay on North Eastern Areas	0	0.00	0	0.00
MH5054 Capital Outlay on Roads and Bridges	62518.74	63817.74	49907.12	79.83
MH 7075- Loans for other Transport Services	0.00	0.00	0.00	0.00
Total Capital Section	62518.74	63817.74	49907.12	79.83
Total Plan Heads (Gross)	76239.74	83837.00	58957.71	77.33
Deduct Recoveries (Plan)	-33327.09	-39563.00	-22757.61	68.29
Total Plan (NET)	42912.65	44274.00	36200.10	84.36
Non Plan Heads				
MH - 3451-Secretariat- Economic Services	84.74	83.74	65.14	76.87
MH 3054 Roads and Bridges	2754.26	2749.26	1297.98	47.13
MH3601-Grant in aid to State Govts (*)	0.00	0.00	0.00	0.00
Total Revenue Section	2839.00	2833.00	1363.12	48.01

यह संकेत मार्ग देने वाले संकेतों के समूह से है। यह संकेत विशिष्ट दर्शाता है कि वहां दायीं ओर साइड सड़क है। साइड सड़क का प्रयोक्ता यातायात को मार्ग देगा। यह संकेत रास्ता दीजिए संकेत के साथ साइड सड़क पर लगाया जाता है।

This sign belongs to the family of Give Way signs. This particular sign indicates that there is side road on right. This sign is used in conjunction with a give way sign on the side road.



चौराहा
Cross Road



(Fig. in crores)

Heads of Account	BE.	RE	Expdr. Upto 12.2015	% of BE
MH5054 Capital Outlay on Roads and Bridges (*)	0.00	0.00	0.00	0.00
Total Capital Section	0.00	0.00	0.00	0.00
Total Non Plan (Gross)	2839.00	2833.00	1363.12	48.01
Deduct Recoveries (Non Plan)	0.00	0.00	0.00	0.00
Total Non Plan (Net)	2839.00	2833.00	1363.12	48.01
Gross Total (Plan+Non Plan)	79078.74	86670.00	60320.83	76.28
Deduct Recovery (Plan+Non Plan)	-33327.09	-39563.00	-22757.61	68.29
Total (Plan+Non Plan) Net	45751.65	47107.00	37563.22	82.10



यह चिन्ह दर्शाता है कि आगे के रास्ते पर क्रॉसिंग है। यह चिन्ह सलाह देता है कि वाहन की गति धीमी करें और दोनों तरफ देखते हुए सावधानी से चौराहा पार करें।

This sign indicates that there is a crossing of roads ahead. This indicates that the vehicle should be slowed and intersection should be crossed cautiously by looking on both sides.



Appendix-11

SOURCE OF FUNDS AS PER THE STATEMENT OF CENTRAL TRANSACTIONS (SCT) DURING LAST THREE YEARS IN RESPECT OF REVENUE AND CAPITAL RECEIPTS

REVENUE RECEIPTS

(₹in crores)

ITEMS/YEAR	2012-13	2013-14	2014-15
TAX REVENUE	121.80	146.15	159.98
NON TAX REVENUE	4150.87	5384.40	6158.84
GROSS REVENUE RECEIPTS	4272.67	5530.55	6318.82



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह दर्शाता है कि सड़क के 'डिवाइडर' (विभाजक) में एक 'गेप' है और वहां यू-टर्न (वापस मुड़ने) की व्यवस्था की गई है। दुर्घटना से बचने के लिए ड्राइवर को चाहिए कि वह वाहन की गति धीमी करे और संबंधित लेन पर उसे ले जाए।

This sign indicates that there is a gap in the divider of a road and there is a provision of U-turn. The driver should slow and take relevant lane to avoid any crash.



आगे स्कूल है
School Ahead



Appendix-12

HEAD WISE DETAILS OF REVENUE RECEIPTS FOR LAST THREE YEARS

(₹in crores)

	MAJOR HEAD	2012-13	2013-14	2014-15
1	0021-Taxes on Income other than Corporation Tax	121.80	146.15	159.98
2	0049- Interest Receipts	141.40	82.69	30.15
3	0058-Stationery and Printing		0.01	0.01
4	0070-Other Administrative Services	0.0019	1.51	0.02
5	0071-Contribution and Recoveries towards Pension and Other Retirements Benefits	0.55	0.49	0.69
6	0075 Miscellaneous General Services	1.65	1.69	1.78
7	0210-Medical and Public Health	0.24	0.23	0.23
8	0216-Housing	0.14	0.14	0.15
9	1054 – Roads and Bridges	4006.78	5297.63	6125.76
10	1475 – Other General Economic Services	0.11	0.016	0.06
	TOTAL	4272.67	5530.55	6318.83

Source : Statement of Central Transactions

यह सड़क चिन्ह दर्शाता है कि आगे/आसपास कोई स्कूल है। दुर्घटनाओं से बचने के लिए ड्राइवर द्वारा वाहन की गति धीमी रखना और सावधानी से गाड़ी चलाना जरूरी है। बच्चे अक्सर दौड़कर या अचानक हड़बड़ी में सड़क पार करते हैं, इसलिए उनकी सुरक्षा के लिए ड्राइवर हमेशा स्कूल के नजदीक सावधानी से वाहन चलाएं।

This road sign indicates that there is a school ahead/nearby. Driver is required to slow down the vehicle and drive carefully to avoid crashes. Children often try to cross the road by running or make unprecedented moves. So for their safety always drive carefully near school.



Appendix-13

HIGHLIGHTS OF ACCOUNTS

Receipts Amount (In thousands)			Disbursements Amount(In thousands)	
A.	Revenue Receipts		Revenue Expenditure	
1	Tax Revenue	1599767	General Service	118658
2	Non Tax Revenue		Social Service	14144
	Interest Receipts	301495	Economic Service	151897133
	Other Non-Tax Revenue	61286937	Grants in Aid & Cont.	0
	Total Revenue Receipts	63188199	Total Revenue Expenditure	152029935
B.	Capital Receipts		Capital Expenditure	
	Loans for other Transport Service		Economic Service	141713666
	Loans and Advances to State Governments		Loans and Advances	1111
	Loans to Government servants	4200		
	Total Capital Receipts	4200	Total Capital Expenditure	1417147777
Total Consolidated Fund of India		63192399	Total Consolidated Fund of India	246578502
	Public Account		Public Account	
	Small Savings Provident Fund A/c	188212	Small Savings Provident Fund A/c	112247
	Provident Fund	188212	Provident Fund	112247
	Other Accounts		Other Accounts	
	Reserve Funds	266997852	Reserve Funds	259358590
	Reserve Funds not bearing interest	266997852	Reserve Funds not bearing interest	259358590
	Deposit and Advances	21220247	Deposit and Advances	18605281
	Deposit bearing interest	0	Deposit bearing interest	0
	Deposit not bearing interest	21220231	Deposit not bearing interest	18605273
	Advances	16	Advances	8
	Suspense and Miscellaneous	295003405	Suspense and Miscellaneous	74781285
	Suspense	12999673	Suspense	-4207460
	Other Accounts	82003732	Other Accounts	78988745
	Total Public Accounts	583409716	Total Public Accounts	352857403
	Total Receipts	646602115	Total Expenditure	646602115

Source:- Statement of Central Transactions

यह चिन्ह दर्शाता है कि यातायात सीधी दिशा में चलना चाहिए और किसी भी तरफ मुड़ने पर दंडात्मक कार्रवाई की जा सकती है या सुरक्षा का खतरा हो सकता है।

This sign indicates the traffic should move in straight direction and turning to either side would lead to penal action and safety hazard.



आगे चलकर दाएं मुड़ना
अनिवार्य (बाएं यदि संकेत विपरीत है)
Compulsory Turn Right Ahead
(Left if Symbol is
Reversed)



Appendix-14

STATES OF TECHNICAL & NON-TECHNICAL POSTS WITH REGARDS TO THE NUMBER OF PERSONS WITH DISABILITIES

Group	Sanctioned Strength	No. of persons with disabilities appointed
TECHNICAL		
A	227	1
B	81	2
C	7	0
TOTAL	315	3
NONTECHNICAL		
A	63	0
B	234	02 [1(VH), 1(HH)]
C	184	1(VH)+1
C[MTS]	172	01(OH)+1
TOTAL	653	6



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह ड्राइवर को सिर्फ दाएं मुड़ने का निर्देश देता है। इस संकेत का पालन करने से सुरक्षित और सुगम ड्राइविंग का मार्ग प्रशस्त होता है।
This sign directs the driver to turn right only. Obeying this sign will lead to safety and hassle free drive.



Appendix -15

TOTAL NUMBER OF REGISTERED MOTOR VEHICLES IN INDIA - 2003-2013

(in thousands)

Year (As on 31st March)	All Vehi- cles	Two Wheelers	Cars, Jeeps and Taxis	Buses@	Goods Vehicles	Others*
2003	67,007	47,519	8,599	721	3,492	6,676
2004	72,718	51,922	9,451	768	3,749	6,828
2005	81,499	58,799	10,320	892	4,031	7,457
2006	89,618	64,743	11,526	992	4,436	7,921
2007	96,707	69,129	12,649	1,350	5,119	8,460
2008	105,353	75,336	13,950	1,427	5,601	9,039
2009	114,951	82,402	15,313	1,486	6,041	9,710
2010	127,746	91,598	17,109	1,527	6,432	11,080
2011	141,866	101,865	19,231	1,604	7,064	12,102
2012	159,491	115,419	21,568	1,677	7,658	13,169
2013	1,82,445	1,32,550	24,853	1,894	8,597	14,551

Source: Offices of State Transport Commissioners/UT Administrations

* Others include tractors, trailers, three wheelers (passenger vehicles)/LMV and other miscellaneous vehicles which are not separately classified.

@ Includes omni buses.



PICTURESQUE VIEW OF NATIONAL HIGHWAYS

यह चिन्ह यातायात को सीधे चलने या बाएं मुड़ने का निर्देश देता है। दाएं मुड़ना वर्जित है। इस चिन्ह के उल्लंघन पर आपकी सुरक्षा को खतरा हो सकता है और दंडात्मक कार्रवाई की जा सकती है।

This sign directs the traffic to either move straight or take left turn. Turning towards right is prohibited. Violation of these sign may jeopardize your safety and may also lead to penal action.



बिखरी बजरी
Loose Gravel



Appendix -16

NUMBER OF ROAD ACCIDENTS AND PERSONS INVOLVED: 2003 TO 2014

Year	Number of Accidents		Number of Persons		Accident Severity*
	Total	Fatal	Killed	Injured	
2003	406,726	73,589 (18.1)	85,998	435,122	21.1
2004	429,910	79,357 (18.5)	92,618	464,521	21.5
2005	439,255	83,491(19.0)	94,968	465,282	21.6
2006	460,920	93,917(20.4)	105,749	496,481	22.9
2007	479,216	101,161(21.1)	114,444	513,340	23.9
2008	484,704	106,591(22.0)	119,860	523,193	24.7
2009	486,384	110,993 (22.8)	125,660	515,458	25.8
2010	499,628	119,558 (23.9)	134,513	527,512	26.9
2011	497,686	121,618(24.4)	142,485	511,394	28.6
2012	4,90,383	1,23,093 (25.1)	138,258	509,667	28.2
2013	4,86,476	1,22,589 (25.2)	1,37,572	4,94,893	28.3
2014	4,89,400	1,25,828 (25.7)	1,39,671	4,93,474	28.5

Figures within parentheses indicate share of fatal accidents to total accidents.

* Accident Severity : No. of Persons Killed per 100 Accidents

Source: Police Department of States/UTs.

यह चिन्ह आम तौर पर पहाड़ी सड़कों पर लगाया जाता है, जहाँ सड़कों पर धूल-मिट्टी या बजरी गिरती रहती है। यह चिन्ह दिखने पर ड्राइवरों को धीमी गति से और सावधानीपूर्वक वाहन चलाना चाहिए क्योंकि यहां थोड़ी सी लापरवाही से भी बड़ी दुर्घटनाएं हो सकती हैं।

This sign is usually erected on hilly roads where loose earth or gravel keeps on falling on the road. Driver should drive slowly and carefully after this sign as little carelessness can cause major crashes here.



Appendix -17

ROAD NETWORK BY CATEGORIES: 1951 TO 2013

(in kilometres)

Road Category	1951	1961	1971	1981	1991	2001	2011	2012	2013(P)
National Highways	19,811 (4.95)	23,798 (4.54)	23,838 (2.61)	31,671 (2.13)	33,650 (1.45)	57,737 (1.71)	70,934 (1.52)	76,818 (1.58)	79,116 (1.50)
State Highways	^	^	56,765 (6.20)	94,359 (6.35)	1,27,311 (5.47)	1,32,100 (3.92)	1,63,898 (3.50)	1,64,360 (3.38)	1,68,324 (3.20)
Other PWD Roads	1,73,723 (43.44)	257,125 (49.02)	2,76,833 (30.26)	4,21,895 (28.40)	5,09,435 (21.89)	7,36,001 (21.82)	9,98,895 (21.36)	10,22,287 (21.01)	10,99,943 (20.90)
Rural Roads	2,06,408 (51.61)	197,194 (37.60)	3,54,530 (38.75)	6,28,865 (42.34)	12,60,430 (54.15)	19,72,016 (58.46)	27,49,804 (58.80)	28,38,220 (58.33)	31,59,739 (60.04)
Urban Roads	0 (0.00)	46,361 (8.84)	72,120 (7.88)	123,120 (8.29)	1,86,799 (8.03)	2,52,001 (7.47)	4,11,679 (8.80)	4,64,294 (9.54)	4,44,961 (8.45)
Project Roads	0 (0.00)	0 (0.00)	1,30,893 (14.31)	1,85,511 (12.49)	2,09,737 (9.01)	2,23,665 (6.63)	2,81,628 (6.02)	2,99,415 (6.15)	3,10,918 (5.91)
Total	3,99,942	5,24,478	9,14,979	14,85,421	23,27,362	46,90,342	46,76,838	48,65,394	52,63,001

Note: Figures within parentheses indicate per cent to total road length in each road category.

^ Included in Other Public Works Department roads

Source: 280 source agencies dealing with roads

P - Provisional

यह सड़क चिन्ह दर्शाता है कि चौराहे की मुख्य सड़क पर एक साइकिल पथ है या साइकिल चालक इस पथ का निरंतर प्रयोग करते हैं। ड्राइवर को सावधानीपूर्वक चौराहा (इंटरसेक्शन) पार करना चाहिए ताकि साइकिल सवार सुरक्षित ढंग से मुख्य सड़क पार कर सकें।

This road sign indicates that there is a cycle path intersecting the major road or is frequented by cyclists. The driver should carefully cross this intersection so that cyclist could cross the major road safely.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]





GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAY
NEW DELHI

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